

The Hongkong Telegraph

(ESTABLISHED 1881)

69208 三拜禮 號壹十月八英港曆 WEDNESDAY, AUGUST 11, 1920.

日七廿月六 SINGLE COPY: 10 CTS. \$36 PER ANNUM.

REUTER'S TELEGRAMS.

THE EUROPEAN SITUATION.

"THE POSITION IS CONFUSED."

London, August 9.
"The position is confused." This epitomises the Russo-Polish situation, resulting from the Bolsheviks' summary brushing aside of the Allies' proposals.

The Poles' acceptance of the Bolshevik terms for a conference has introduced a baffling feature, which, in view of the absence of explanations from Polish quarters, is momentarily baffling, but it may mean that the Bolsheviks have offered some tempting bait for the Poles to accept direct negotiations.

The Times says it would be easy to point out how Mr. Lloyd George's optimistic opportunism has led to "this disastrous situation, from which a graceful exit is almost impossible to imagine." It urges close co-operation between Britain and France against the Russo-German plot for the formation of a Continental system more grandiose even than Napoleon's.

The Daily Chronicle admits the gravity of the situation but assures the public that no peaceable measure will be neglected to bring the Bolsheviks to a reasonable view.

The Daily News throws the blame upon France, and opines that if the decision rested with Britain there would be peace in Russia within a fortnight.

The attitude of all sections of Labour in England arouses considerable attention. It should be explained that Labour's uncompromising anti-Polish standpoint is due, especially in moderate circles, not to approval of Bolshevik ideas, but to resentment at what is considered Poland's unwarranted attack upon Russia and Warsaw's insatiable lust of conquest beyond the generous boundaries fixed by the Allies. There was wild talk at various meetings throughout the country yesterday of a general strike to prevent war with Russia, but responsible leaders discountenance such extremist tactics.

Germany, as from the beginning, is doing her best to pick a quarrel with the Allies, but it is unlikely that she will be given anything approaching a plausible excuse for interference.

The Daily Express understands that Mr. Lloyd George, although disappointed at the Soviet Reply, is still using all his energies to prevent a declaration of war.

ALLIED PRECAUTIONS ON EAST PRUSSIAN FRONT.

Paris, August 9.

Allied troops on the East Prussian frontier are busily engaged in destroying and blowing up the accumulations of German war material and munitions, evidently with the purpose of saving them from falling into the hands of the Bolsheviks. The Germans are complaining that the incessant explosions are alarming the population.

"COME BACK TO ERIN!"

MANIX NOT TO LAND AT LIVERPOOL.

London, August 9.

The Liverpool Police announce that instructions have been received from London that Archbishop Manix will not be allowed to land at Liverpool, though the liner Baltic arrives at the Mersey port this evening. It appears therefore that the Government intends to tranship the Archbishop at sea and convey him to an unknown spot, from which it is stated that Archbishop Manix, unless made a prisoner, will immediately proceed to Liverpool. Queenstown last night, from the water's edge to the tower of the Cathedral, was blazing with rows of candles and electric lights, the Cathedral bells pealing "Come Back to Erin!"

THE PRESS CONFERENCE.

Ottawa, August 9.

At the concluding sitting of the Imperial Press Conference a resolution was passed in favour of admitting weekly newspapers and literary, trade and technical journals to the Empire Press Union, declaring that benefit would result from the provision of opportunities for interchange of staffs between British and Dominion newspapers, with the object of increasing efficiency and handling information from the different parts of the Empire and affording a means of exchange of ideas regarding newspaper organisation.

EARLIER TELEGRAMS.

ALLIED CONFERENCE AT HYTHE.

Hythe, Aug. 8.

No reply had been received up to 2.15 p.m. from Moscow but there are indications that the Soviet will not accept the last British proposal for a ten day truce mentioned earlier. The position is regarded as gloomy. The aforementioned proposal reached Moscow yesterday morning. It is on the basis that neither the Poles nor the Soviet or the Allies should improve their military position during the ten days pending steps to conclude peace. Mr. Millerand and party arrived at Folkestone at 9.30 and were welcomed by Mr. Lloyd George, Viscount Curzon and Earl Beatty. The conference sat until 1.15 when it adjourned for lunch. Mr. Balfour then arrived.

At 7 p.m. the Conference was still sitting and no news had leaked out regarding its deliberations. It is believed the Conference will last the whole of to-morrow.

The Moscow Government having refused to agree to the British proposals the Hythe Conference has referred the matter to its naval and military advisers who will submit a report to-morrow.

London, Aug. 8.

A Warsaw communique of the 7th says the advance of the Bolsheviks in the direction of Warsaw, Grodno and Bialostok has been stopped. The Poles are steadily holding their positions on the left bank of the Bug where heavy fighting is proceeding. The Poles have evacuated Lomda on the northern front.

TO-DAY'S CHINESE TELEGRAMS.

Shanghai, August 10.

Lau Ka-yan has been appointed as representative for China at the International Postal Conference.

The President has ordered that officials in the judicial department must take no part in politics and those who hold office must either declare themselves free from any party or else resign.

In reply to Wong Jim-yuen, Tsuchun of Hupeh, the State Department says that if Tang Chi-yao mobilises his troops and threatens Wuchang and Hankow, defensive steps must be taken.

It is reported that Japan has changed her policy towards China. Owing to the strong protest made by the Diplomatic Corps regarding the inconvenience caused by the soldiers who are searching for political refugees near the Legation limits, the Government has withdrawn all the soldiers but has ordered armed police to keep a sharp look-out.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

POULET BADLY INJURED.

Singapore, August 10.

Poulet was injured more seriously than was thought in the recent accident. He is now in hospital to undergo an operation.

HEAT STROKES AT NANKING.

DEATHS OF TWO WELL KNOWN RESIDENTS.

Nanking, August 4.—Residents or at least those who have remained here and braved the hot weather have been experiencing a most trying time with the oppressive heat. Many of the older residents have stated that such heat has not been experienced for many years. With the temperature registering daily well in the 90's and on some days near the 100 mark, it was only natural to expect that there would be cases of heat prostration. Although we have an electric station it does not work during the day, the current being only turned on at 7 p.m.

MR. BUTLER OF THE CUSTOMS.

Two cases of heat prostration occurred among the foreign community, both ending fatally. The first one was that of Mr. H. Butler, of the outdoor staff of the Customs service. He was at work as usual on Friday (July 30) apparently in good health. But on returning in the evening to his quarters, he complained of feeling out of sorts. As he gradually grew worse medical assistance was obtained, but although everything was done for him, he died about 8 o'clock the same evening. His sudden death came as a great shock to his confidants in the service. The funeral, which was attended by the Commissioner, the Indoor and Outdoor staffs and other friends, was held in the foreign cemetery on Saturday evening, July 31. The service being conducted by the Rev. John G. Magee.

TRAGIC END OF MR. NORTHCOTT.

Before the community had time to recover from the shock of Mr. Butler's death, the heat which was intense on Sunday claimed another victim in the person of Mr. George T. Northcott of the International Export Co., Ltd. He had been down to the business premises of the firm in the forenoon, had taken a usual with some of the staff, and was in the best of health. He returned to his room in the staff quarters in the city about 4.30 p.m. and after instructing his servant to call him at 7 p.m. (the dinner hour of the mess), went to bed, having previously locked his room door.

Nothing further was heard of him by those in the quarters until 7 p.m. when his servant, on entering his room to call him and finding him breathing very heavily, summoned the No. 1 boy of the quarters, who, on seeing Mr. Northcott's condition, rushed into the dining room and asked Mr. Jackson, the mess president, to come quickly as Mr. Northcott looked very sick. On going into the room Mr. Jackson found him breathing very heavily and tried to rouse him. As Mr. Northcott's body was

REGISTRATION.

WHAT IS THE IDEA?

There appears to be some doubts even amongst the officials themselves as to the object of maintaining the present system of registration.

When James Souza, a young Portuguese, was brought up before Mr. N. L. Smith this morning for failing to register himself, his Worship expressed a desire to know if the measure was intended to prevent Germans from coming here.

"That is a bit hard to say," replied a Police Official who is in charge of the work. "It was introduced during the war owing to general military service, and has been kept going since to prevent undesirable from entering the Colony."

The Portuguese was defended by Mr. G. R. Haywood, who entered a plea to the effect that the defendant was passing through the Colony and was ignorant of the regulations. He was however fined \$1.

AMERICAN TENNIS.

Chicago, July 18.—Roland Roberts of San Francisco defeated Vincent Richards of Yonkers in the national clay court tennis championship tournament. Roberts and Richards won the doubles championship.

practically inert. Mr. Jackson called in another member of the mess, Mr. Morrish, and endeavoured with the assistance of others in house to rouse Mr. Northcott. But he was too far gone, and expired before medical assistance could be obtained. Dr. A. C. Hutchison, who arrived close on 8 o'clock, found life extinct. Everything possible was done by those in the quarters and other to render assistance, but all their efforts were fruitless.

ON THE EVE OF FURLOUGH.

The deceased, who was 45 years of age, had been in the employment of the company for 5 years and was due to leave shortly on Home furlough. He was a popular member of the staff, all of whom regret his death when on the eve of his returning to Cricklewood, near London. The funeral, at which Rev. John Magee officiated, was held on Monday evening in the foreign cemetery and was attended by the foreign members of the company and a large number of the Chinese employees of the firm, as well as by other friends of the deceased.

Mr. Tipton, of the Customs Service, who had been at Mr. Butler's funeral, had to take to bed on returning home suffering from the heat. Although at one time he was considered a serious case, he is gradually improving. N. O. Daily News.

EMPLOYER AND EMPLOYEE.

A PROSECUTION WHICH FAILED.

Arising out of a summons for leaving service without notice, brought by a rattan-shop proprietor against an employee, an interesting decision was given by Mr. R. O. Hutchison this morning, when the summons came up on adjournment.

Yesterday, when the case was first heard, evidence was given by the complainant to the effect that, in compliance with the rules of the Rattan Workers' Guild, it was usual for him when taking a master rattan worker into service to allow him an advance on his wages of between \$50 and \$80. In the case of the defendant such advance was made, and, at the time when he left his employ without notice, he was still owing \$42 under this advance.

In defence it was stated that defendant was given notice of dismissal.

For the complainant, it was contended by Mr. F. E. Nash that employees receiving the advances had to remain at their jobs until these debts had been wiped out. It was inconceivable that his client should dismiss the defendant when the latter still owed that sum.

The defendant replied that he had worked for the complainant for a number of months and had thought the debts paid off. In fact he was not sure that he did owe his late employer any money.

In his decision this morning, Mr. Hutchison said:—In this case the complainant appeared to have relied on the Guild's rules, and not on the laws of the Colony. There are definite provisions in the Ordinance for the control of labour. They have not been complied with in the present case. It cannot therefore be held that the employee is bound to work for his employer till all debts have been paid off. The proper remedy is a civil action. Again, the charge has been brought under Sub-section 8. Nothing has been proved before me to show that there has been serious loss, as contemplated by that Section. The charge under this section therefore fails. I would like it to be understood that any employee who leaves the service of his employer without notice is guilty of an offence, but I am not satisfied that this has been proved in the present instance. The defendant is discharged.

SKIPPER'S DEATHS.

The following items are from Shipping and Engineering.—We regret to report the death, at sea on August 1, of Captain D. B. Byre, master of the Yu Fong s.s. Hwah Wu. It appears that Captain Byre was seized with a stroke of apoplexy shortly before the vessel arrived at Keelung and expired soon after. He came out to China to join the China Merchants Company four years ago and, after attaining the rank of chief officer, left to take a position with the Chinese Government Steamship Administration, now the Yu Fong Corporation, being employed in the office for some time before taking up an active command in November last.

We regret to record the death, at the General Hospital, of heat apoplexy on August 3, of one of the very old members of the China Coast Marine, Captain J. A. Scott, at the age of 72. Born in Nova Scotia, he had been on the China coast for nearly forty years, having been in the service of Messrs. McEldin when that company owned a fleet of coasters and latterly in the service of the Nisshin Kisen Kaisha from which service he had recently retired with the intention of going home. Curiously enough, his British colleague in the company, Captain Lawood, died at Ichang on June 19.

DAY BY DAY.

A stowaway on board the Cheong Sang was to-day fined \$35 at the Police Court.

In connection with the robbery at Jubilee Road in which Miss Harvey was the victim another suspect has been arrested by the Police.

Mr. A. M. Wallenius, a Swedish engineer, well known on the China Coast for seven years, left this morning by the s.s. Pilsna for Fagrad, Sweden, via London.

The result of the petition of the European Police recruits for a revision of the new scale of pay granted recently (£160 to £180 a year) is an increase of £10, or £160 to £200 a year.

The total output of the Kailan Mining Administration's mines for the week ending 24th July, amounted to 87,252 tons and the sales during the period, to 33,870 tons.

Mr. G. H. Wilson, of Messrs. Robertson, Wilson and Co., returned to-day by the s.s. Pilsna from a business trip to the Straits Settlements. With him came back Mrs. Wilson, who has been on holiday in England.

The Chinese who stole a quantity of clothing and an automatic pistol, as well as a pair of gold cuff links from Sub-Inspector Ogg of the Yaumati Police Station, has been arrested. He proves to be a boatman and was very neatly caught in a trap which the Police set for him after he was seen loitering in a suspicious way round Yaumati Station. Brought before Mr. R. O. Hutchison this morning, the man was sentenced to three months' hard labour.

Commander C. W. Beckwith, R.N., Marine Magistrate, sentenced a coolie this morning to one month's hard labour for being on board H.M.S. Foxglove without the permission of the master or officer in charge. Captain E. Lovejoy, of the Foxglove, said he saw the defendant on board the ship yesterday morning. He had no business on board and had been seen and chased away from near the officers' cabins. There had been many thefts on board of late. The defendant stated he had gone on board to look for a friend. A previous conviction was proved.

An Indian constable had cause for grievance against a street loafer who in Cook Street yesterday, without any provocation, called him a molo kwai ("Indian devil"). Not sure that he had heard aright, the constable went up to the loafer and asked him if he had used the term. He received another "molo kwai" for an answer, and with considerable indignation took the man to the Police Station, where a charge of using insulting language was brought. The loafer had enlisted a friend as his witness, and when the case was heard before Mr. N. L. Smith this morning, this man said that what the constable had mistaken for an insult was merely a remark on the weather. The defendant had made the remark that the weather was "worse than the devil." This yarn was found to be unbelievable, and a fine of \$5 was imposed.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.11 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

SERIOUS FIRE.

RESCUE BY A FIREMAN.

At about 6.35 this morning, the Fire Brigade was called out to the scene of a serious outbreak which originated in the second floor of a four-storey building at No. 82, Wing Lok Street. The ground floor of this building was occupied by an import and export firm dealing in "koss" and other papers, while the upper floors were used as living quarters.

Except for the damage done by water to the ground floor, it was left untouched by the fire, which, through the activity of the firemen, was confined to the upper floors, these being completely gutted. One of the inmates of the top floor was overcome by the smoke, and in an unconscious state he was rescued by Assistant Firemaster G. Moss who clambered on to the floor in the nick of time, saving the man, who was covered with burns. An ambulance was brought into requisition for the injured man, who was removed to the Government Civil Hospital.

The damage caused by the fire is estimated at \$10,000, which was covered by insurance with several Chinese companies.

MERCHANT MARINE.

CHINA COAST CHANGES.

Mr. A. Cook has been appointed second officer, Poyang. Captain J. M. Clark, of the Chilli, is on reserve. Captain R. F. Sheel, from reserve, has gone master, Chilli. Mr. A. Robertson, chief officer, Luanyi, is on reserve. Mr. L. Jenkins, chief officer, Chilli, has gone chief officer, Luanyi.

Mr. W. J. Larter, from reserve, has gone chief officer, Chilli. Mr. R. Gregg, from reserve, has gone third engineer, Yingchow.

Mr. W. W. Houls, chief engineer, Ngankin, is on leave. Mr. P. Bell, second engineer, Ngankin, has gone acting chief engineer, same ship.

Mr. P. Lewis, third engineer, Ngankin, has gone supernumerary second engineer, same ship.

Mr. N. Poignant, from reserve, has gone third engineer, Ngankin.

Mr. S. F. Pinchen, second officer, Kutwo, has gone acting chief officer, same ship.

Mr. T. O. Hare, chief officer, Kutwo, has resigned.

Mr. J. Gray, from reserve, has gone supernumerary chief officer, Kutwo.

Mr. J. Powell, second officer, Hopsang, has gone acting chief officer, Hopsang.

Mr. T. Hardon, chief officer, Hopsang, has resigned.

Mr. J. Thompson, supernumerary chief engineer, Hopsang, has signed off.

Mr. J. J. Robertson, supernumerary third engineer, Hopsang, has signed off.

Mr. T. McCormack, from reserve, has gone chief engineer, Yusan.

Mr. A. T. Perry, chief engineer, Yusan, is on leave.

Mr. W. O. Nicoll, acting second engineer, Kwongshing, has gone third engineer, Koonshing.

Mr. P. P. Smith, third engineer, Koonshing, is on leave.

Mr. P. H. Vanmeter, chief officer Hsinfang, has gone chief officer, Kwangchi.

Mr. W. P. Crawford, third engineer, Kiangyung, has gone third engineer, Feiching.

Mr. R. M. Symington has been appointed supernumerary third engineer, Hara.

Captain E. Pye of the Hwah Wu, is deceased.

Captain D. E. Weidemann has been appointed master, Hwah Wu.—Shipping and Engineering.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 13/4d.

THE WEATHER.

2 p.m. Barometer—29.82. Temperature—85. Humidity—85.

NOTICES.

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Hongkong, 16th August, 1930.THE NEW FRENCH REMEDY
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General Managers,
Hongkong, 16th August, 1930.

VICKERS, LTD.

A HUGE ENTERPRISE.

The name of Vickers is associated in most people's minds with armaments of all kinds, but the firm has many other interests and has within the last few months expanded its business to include practically every branch of engineering. An article in a Home contemporary gives the following account of the varied work undertaken by this great firm:

None of the great firms which have for many years supplied the nation with its munitions of war have tackled the problem of the utilisation of their manufacturing resources to meet the world's requirements in time of peace in such thorough fashion as Vickers (Ltd.), the largest of all the armament concerns. The products which have been put on the market by this company and the business associated with it are so numerous and diverse in character, that catalogues of them read like romance. The company has travelled so far from its original staple products that it is scarcely an exaggeration to say that armaments have become a mere "side line" without. The goods it now manufactures have penetrated the home and even the nursery. The Vickers sewing machine is already familiar to the housewife, and the hearts of many children last Christmas were gladdened by gifts of Vickers toys. A large proportion of English butter is made with Vickers dairy appliances, and the Wolseley motor is a Vickers product. The armament department is, of course, still of great importance. It represents, perhaps, a couple of millions capital, and is being maintained, but, should the ideal of permanent universal peace ever materialise, Vickers will still have plenty to do in supplying a multitude of public wants in every quarter of the globe.

The popular idea that the great factories were entirely devoted to the manufacture of armour, guns, projectiles, and other implements for destroying life and property was never true. For years past the activities at the River Don works at Sheffield, Vickers' parent establishment, have included railway material, electrical machinery, forgings, and castings for peace industry. The list has now been greatly extended since the war, and acres of shops with the plants housed in them, which throughout the war were working entirely on equipment for the Allied Armies and Navies, have been adapted to the production of commodities required by the civilian population. Probably nowhere in the country is such a wide variety of products manufactured within the gates of a single works as at the River Don establishment. The forward—one might say the daring—trade policy of the management is unique and to realise its full extent it is necessary to give a number of details of the multitude of things which Vickers (Limited) are turning out.

Varied Manufactures.

Recent additions to the manufactures of the River Don works are drop forgings (which are being supplied to all the leading automobile builders), stainless steel, laminated springs for automobiles, circular saws for wood and metal, permanent magnets, and solid drawn tubes, while files, bandsaws, and hacksaws are made in a separate factory. Carbon and alloyed steels, including high-speed steel, are made to meet every requirement and supplied rolled to standard and extra

sizes and sections. The making of electrical machinery has been an important department for a long time and the same applies to cut gears, a special electric reversing equipment for planing and other machines, punches and die blocks, mandrels, and hard-steel rolls. Other articles which have long been made here are railway, tramway, and crane tyres, forgings for marine and general engineering purposes, rough and machined alloy and carbon steel castings and steel sheets.

The Company owns a group of works in the South of England at Erith, Crayford, Dartford, Weybridge, and Hackney Wick. The last named is engaged on sewing machines. The speciality at Dartford is standardised joinery, which includes office furnishing, toys, and many other products. Weybridge is the home of the aviation department. At other works in the group nearly every description of engineers' small tools, such as high-speed twist drills, milling cutters and reamers, are being produced in large quantities. The company runs in its own name a works manufacturing machinery for making concrete bricks, tiles, and slabs, and it owns the Havelock Pottery Works at Hanley. Vickers are associated with the Loco Proving Co., of Glasgow, which makes rubber-proofed fabrics, mainly for scientific purposes, with a well known refrigerating Company and with J. Cook and Sons, of Bury St. Edmunds, who are makers of modern instruments of old standard business is that of R. Boby (Limited), of Bury St. Edmunds, who are makers of modern elevating machinery of the largest capacities, for loading and unloading grain ships and for mills and warehouses, as well as dairy appliances.

Allied Works.

The acquisition by Vickers (Limited) of the Metropolitan Carriage and Wagon Co., of the famous Westinghouse works at Manchester (now Metropolitan Vickers Limited) is of recent date, and there are many other concerns, at home and abroad, with which the company has working arrangements. Thus from being our leading armament firm, the company has become probably the greatest of our general engineering and ship-building concerns, but should need arise, its enterprise, skill in design, efficiency in organization, and resource in production could be quickly readapted for purposes of imperial defence.

The Vickers Co. was among the first to undertake the construction of the Diesel internal combustion engine, and it is a striking proof of the success of its experiment that practically every one of the British submarine boats was fitted with the Vickers heavy oil engine constructed at its works at Barrow-in-Furness or by its licensee, from Messrs. Vickers' design. Vickers (Limited) have built engines of this type for other naval and merchant ships, and at the present time have on hand a large number of sets for merchant ships.

In other departments of the Barrow works, the company has entered upon the construction of large gas engines for utilising blast-furnace gas to drive blowers and electrical generators. It has served the country well in repairing war-worn locomotives and for months from 100 to 150 were passing through its shops simultaneously. As at Sheffield so at Barrow, a great variety of other manufactures has been undertaken. Vickers (Limited) are also associated with Messrs. Petters of Yeovil, who have a high reputation for smaller oil engines.

ROYAL AIR FORCE
MEMORIAL.

APPEAL FOR SUBSCRIPTIONS.

The Hon. the Colonial Secretary forwards copy of a letter received by His Excellency the Governor from the Rt. Hon. Lord Hugh Cecil, Chairman of the Royal Air Force Memorial Fund. Lord Hugh writes:

"I have pleasure in enclosing you a few copies of the appeal which has just been issued by the Royal Air Force Memorial Fund," from which you will gather that the Fund has been established to commemorate the achievements of the Flying Services during the War, and the objects which the Fund has in view. I feel sure that these objects will commend themselves to British subjects throughout the Empire and that many of them will be glad of an opportunity to contribute to this Memorial. I shall be most grateful if you can bring the Appeal to the notice of a few of the prominent residents in Hongkong with a view to eliciting their co-operation in the formation of a Local Committee under your patronage for the purpose of raising contributions for the Fund. Should additional copies of the appeal be required I shall be glad to forward them."

The appeal is signed by H.R.H. Prince Albert, Lord Hugh Cecil, Sir Hugh Trenchard, Sir John Salmond and Air Vice Marshall A. V. Vivian. It reminds us of some of the outstanding exploits of airmen during the war, and states the object of the Fund as follows:—

This Fund has been established in the initiative of Air Marshal Sir Hugh Trenchard, Bt., K.C.B., D.S.O., to commemorate the services of the Royal Naval Air Service, Royal Flying Corps, the Australian Flying Corps, and the Royal Air Force, during the war, by an organisation which will secure such lasting benefits to the officers and men of the Royal Air Force and their dependents, as may be worthy of the greatness of the achievements commemorated.

The Executive Committee has most carefully considered what shall be the object which the Fund should seek to promote, and in forming their plans have striven to have regard to two different principles which they have tried to harmonize. The first is that a memorial of the Royal Air Force must distinctively commemorate the Royal Air Force. The second is that waste and overlapping should so far as possible be avoided by co-operating with other organisations having similar purposes for the Navy and the Army.

In pursuance of these principles, they have put themselves into communication with the United Services Fund and with Lord Haig's Central Committee, and they anticipate that without forfeiting the distinctive character of their work they will be able to attain the objects they design for the benefit of the officers and men of the Royal Air Force and their dependents, and yet escape mischievous overlapping. They have likewise approached the Flying Services Fund so as to avoid interfering with the less extensive but valuable work of that organization.

The objects the Executive Committee have decided to pursue are:—

The erection of a Commemorative Monument to the fame of the officers and men of the Royal Flying Corps, the Australian Flying

NOTICES.

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UNCLE SAM IN ASIA.

COMMENT ON SIR CHARLES ELIOT.

An American paper has the following:—America must be adequately represented at the new birth of freedom in China and Japan. How democracy will develop in the Orient during the present momentous decade will largely depend on the kind of ambassadors the United States sends to Peking and Tokio. If they are selected because they have made their mark as campaign fund collectors, or for any similar political reason, the reaction in the Far East will be deplorable.

The British government, shrewd in diplomacy, has been specially on the alert to have sympathetic ambassadors at Peking and Tokio. Sir John Jordan, ambassador to China, has spent 46 years in the diplomatic service entirely at Far Eastern posts. He speaks Chinese fluently. He is probably the greatest living diplomatic authority on Oriental affairs.

But, British foresightedness is better demonstrated by the recent selection of Sir Charles Eliot to become ambassador at Tokio. Sir Charles retired from the diplomatic service in 1904. He travelled in the Orient and wrote "Letters From the Far East" for a London newspaper. These letters, which were later published, and became famous, showed a sympathetic insight into the Japanese character.

When the rumblings of the new democracy began to be heard in Japan, Great Britain recalled Sir Charles to his country's service. Naturally, as a diplomatist and teacher and a sympathetic friend of Japan, Sir Charles Eliot is destined to have enormous influence at Tokio during the momentous years now beginning.

The American government can well afford to study British methods in this matter. There are men in America who can rank with Eliot, in his essential characteristics as enlightened and helpful friend of the Orientals. If the wretched system of using ambassadors to pay political debts continues in the United States, what American ideals can be made manifest at the Tokio and Peking embassies? Statesmen, not politicians, must help the Far East to its freedom.

GENERAL BOTHA'S WILL.

Reuter's Agency is informed that according to the Pretoria correspondent of the African World General Louis Botha left £70,000, to be divided equally between his widow and children.

DOINGS OF THE DUFFS.

Helen Has Her Troubles—

BY ALLMAN.



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ANGLO-CATHOLICS
AND UNITY.

CONGRESS DISCUSSION ON
POLICY.

The second session of the Anglo-Catholic Congress was held at the Albert Hall recently when there was again a crowded audience, between 5,000 and 6,000 being present. The Bishop of Argyll and the Isles presided, and the papers submitted for consideration dealt generally with the question, "Our Position."

The Rev. Leighton Pullan (St. John's College, Oxford), speaking on "Authority and Discipline," said that the faithful must make a united protest in any diocese where the Bishop or a priest was known to have violated the spirit and the letter of the Church's rule; for instance, by giving Communion to unreconciled and unconformed schismatics, or by permitting such persons to preach in their churches. They must at once demand that ordination candidates should not be put under the instruction of persons who were teaching undisguisedly German rationalism under such names as "liberalism" or "the creed of a modern Churchman."

As to Church Courts, let them have proper Courts and synods. To a great extent the facts with regard to the history and meaning of Christian worship were known to scholars. Was it impossible that there should be diocesan and provincial Courts which could put into practice what was definitely known? The new National Assembly, without in any way claiming an authority which it did not possess, could advise and support their provincial synods in erecting the proper Courts.

APPEAL FOR A TRUCE.

Dealing with "The Limits of Toleration," the Rev. F. L. Underhill (vicar of St. Alban's, Birmingham) expressed the hope that as the outcome of the Congress many conferences with bishops, with moderates, with evangelicals, and the many different bodies within the Church of England would be held so that they could deal frankly with the things which were at present dividing them from the moderate and evangelical parties. He was sure that if they held out their hand towards their brethren in the Church of England they would not meet with a refusal. Could they not come to a truce and co-operate on the basis of their common faith in the Holy Trinity, the Incarnation, the Atonement, the Second Coming of our Lord; and on their common devotion to the historic English Church which they all desired to serve?

The Bishop of Zanzibar, whose subject was "Our Ideal," said that they were getting very badly on to the wrong road in England. They had had a most wonderful opportunity in this country. They had had a Government prepared to take from them a Bill of their own designing, and they had deliberately asked for and taken from the Government a human made scheme of centralised government at the expense of the Bishop in Synod. It was cold comfort to give them, but the day would come when they would repent it. If, however, they would only urge their National Assembly to seize upon the Bishop in Synod as the unit of Church government they would save the situation. The Church and the world was a far stronger union than the Church and the State. For God's sake, he asked Catholics to disestablish themselves from the world.

The Bishop of Milwaukee at the afternoon session and in bringing a greeting from the Churchmen's Alliance of America, mentioned that in the States they had between 60 and 70 dioceses where the Blessed Sacrament was reserved.

ROME AND CANTERBURY.

The Rev. E. M. Milner-White (King's College, Cambridge), in a paper on "The Roman Catholic Church," said that non-Roman Christendom was now only learning how to think about unity problem; but anything like reunion or intercommunion with the Church of Rome was at the moment not practical politics, because Rome would have none of it. Unity was a deeper and a different matter. It was not the same thing as reunion or intercommunion. Outward communion, save as the result of spiritual union was vain. There was a deep, underlying, actually existing unity between Rome and Canterbury now. It was so dangerously under-estimated, misunderstood, that he wanted to emphasize it. For it was a living power which had survived the starvation and isolation of

THE HAZARD OF
SHIPBUILDING.

WHY OWNERS HESITATE
TO CONTRACT.

There is reason to believe that in view of the rising tendency of shipbuilding costs, a number of leading shipowners are now seriously considering if they should be placing further contracts for new ships. It is understood that the cost of shipbuilding has been brought to a head by a proposed general increase in the wages of shipyard workers. It may be argued that since the bulk of the present contracts are made on what is known as the "Time and Lime" system, the shipbuilding firms are not affected so closely by wage demands as the owners who place the contracts. Under variations of this system, the owners pay the cost of all labour involved in the construction, the cost of all material, and allowance for fixed charges, and a percentage of profit (usually with a limit of a maximum sum) to the building company. Increased labour costs fall, therefore, directly on the owners who have ordered the tonnage, and it is for these to say if they can afford to pay the enhanced price, due to the high costs of labour and material, of the completed tonnage.

The position as regards existing contracts, which may be affected by any further great increase in costs, is one for individual examination. But the case of new contracts is different, and there is no doubt that many owners are extremely sceptical about the wisdom of placing contracts with costs even at the present level.

The ultimate cost of ships ordered now can only be estimated. But shipping firms are estimating that, provided costs continue on the present basis, vessels of the good cargo liner type ordered now may be expected to work out at about £10 a ton deadweight. In the years 1905-6 fine cargo steamers were built at £5 or £5 a ton. In 1913 similar ships could be built at £7 or £8 a ton. Consequently on the present basis, the price, are now about five times what they were immediately before the war.

There is general admission that the placing of contracts on such terms involves a large speculative element. The venture has even been described as "a desperate speculation." Should there be two or three years of high freight and the excess profits tax be reduced, the speculation might prove profitable. But many freight rates have lately been falling and the excess profits tax is being increased. Hence the extreme hesitation of owners to place further contracts with prices high, especially as there is a large amount of construction now in hand in the shipyards, the completion of which is being delayed by scarcity of material.

three centuries, and daily grew stronger.

Their function in Christendom was to display and work out a free and tolerant Catholicism, which was capable of progress, and enfolded all true thought and certain knowledge in the one Catholic truth. The main obstacles to reunion with Rome, which they could deal with, lay within their own body. It was of first importance to unify their own communion on a demonstrably Catholic basis, however simple and unelaborate. There must always be diversity within the Church of England. Their work was to render the diversity one undoubtedly within Catholicism, instead of letting it decline to one between Protestant and Catholic. They must teach unwearyingly. The battle for the Blessed Sacrament had been almost won; and the battle for the Sacrament of Penance had been half won.

"Other Christian Bodies" was the subject of an address by the Rev. G. H. Clayton (vicar of St. Mary the Less, Cambridge). He objected to any official sanction of recognition being given to intercommunion, or interchange of pulpites with Nonconformists before corporate reunion. At present, he said, it was stated that all Englishmen were as such, members of the National Church. If they got some kind of reunion with Nonconformists this matter would become more important. They must have a clear understanding that the Church retained a power of exclusion. Here they would have with them those Nonconformists with whom they would most desire to be reunited. This might involve disestablishment and a change in the method of appointing Bishops—he did not know; in any case, the Church must be free.

AN EX-GERMAN WAR
FILM.

DIPLOMATIC COMEDY IN
SPAIN.

Madrid, June 16. The troubles of the cinematograph film proprietor in Spain are varied. The picture which delights one audience displeases the next, and villagers have an unpleasantly bold way of showing their feelings. Civil authorities, therefore, and those who-o duty it is to pass the films, have a delicate task, and the film proprietor an uncertain career. Sometimes the local censor, in the person of the village cura (parish priest), steps in, and forbids a kiss given in circumstances that may not be deemed to fulfil ecclesiastical requirements. The numerous associations and schools attached to religious societies, and even convents, prove, however, to be excellent clients for the film agent, and a Catalan bishop, who has his own cinema, is a great believer in it as a means of education, and is, moreover, a very broadminded critic concerning the films he chooses.

One of the worst obstacles the film agent encounters is the arbitrariness of the local authorities. What the official at the frontier passes (and collects the dues on), the civil Governor, a little further on, may object to. A case which, in this respect, is interesting and not wholly without its humorous side is that of the film entitled "Submarine No. 35," which was prepared by the German Government for propaganda purposes but fell into the hands of the British Admiralty at the time of the Armistice. A narrative of it, I am told, is in the hands of the French and Italian and possibly also of the Spanish Governments.

The British Government decided to make this film public, and it has consequently been largely shown in England. In course of time it came to Spain, and last January the local censor in Barcelona authorized its production, on the condition that the names of the ships sunk were suppressed in the text of the explanatory notes thrown on the screen. This was done, and only the name of the Spanish ship among those shown—a vessel that was not sunk—is given. The film has been presented in many towns of Catalonia and Aragon, and also at Bilbao and Valladolid. The only objection raised was by a French Consul, who thought it might, if represented, still fulfil its original purpose of propaganda for the Germans.

On entering the region of Madrid a couple of weeks ago U. Boat 35 found itself in uncharted waters. An Allied Embassy showed an inclination to take the same view as the provincial French consul, but definite shipwreck appeared from the German Embassy to the Spanish Government, objecting to the film being shown. Although widely advertised, its production was therefore prohibited at the last moment by the police. The Minister for Foreign Affairs made no pronouncement on the subject, but presumably the exhibition of the film in Madrid was considered a contravention of some law still in force in connexion with Spain's strict neutrality. It was amusing (for all but the holders of the Spanish rights in the picture) and not a little instructive, that this film, prepared by a former German Government for the glorification of its heropirates, should have come to be forbidden in Spain (for in that part of the country which has not already seen it) on the representation of the present German Government.

"U. Boat 35" has now been salvaged, and is advertised to continue its voyage again at the end of this week. Having proved in vain to the Spanish authorities, the agent for the film appealed to the German Embassy. "U. Boat 35" performed its exploits privately several times, while floods of Spanish eloquence filled the darkened room in which sat the self-appointed German judges. Spanish eloquence, aided by the appreciation of the realities of the situation, finally won the day. The German objection was raised, and the Spanish authorities were freed from the awful prospect of possible international conflict.

The judgment of the Madrid public remains to be pronounced. It will probably not differ much from the general comment passed by provincial Spain, condensed into oft-repeated exclamations "Que barbaridad!" (what barbarity!), evoked rather by the sight of the material waste of so much good timber and steel than by any moral reprobation. —Times correspondent.

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A CHINESE ON IRELAND.

ALSO SOME RELIGIOUS
VIEWS.

Kirin, July 25.—Yesterday when at a certain Government building in the city, I was invited by one of the officials into his private room for a cup of tea. This gentleman surprised and interested me by his frankness. After the usual polite inquiries regarding my age and place of residence, he suddenly launched out the two big questions—the one Political and the other Religious. "So Ireland is to become a Republic," he said quite confidently. "Oh," I said naively, "is that so, I had not heard that it was decided." "Why, yes," he continued, "the American Senate has passed a resolution in its favour." "That hardly settles the question," I ventured, "England may have some thing to say." "Why, what can England say?" was the quick rejoinder. "Did not England accept President Wilson's 14 points at the Armistice nearly two years ago and one of those points was self-determination?"

After a few words in which I tried to show that the Irish Problem was not one that could be solved in such an academic fashion, my host with quick versatility, changed to religion.

NEGATIVE AND POSITIVE.
"What is the difference between Roman Catholicism and Protestantism?" he asked. "That can hardly be answered in a few moments conversation," I said. This evoked the illuminating definition "Roman Catholicism is a negative and Protestantism a positive religion."

He could not listen to my pleading that this definition, while certainly concise, was hardly true, but proceeded to prove it thus: "Roman Catholic Missionaries, here never come to me to make me engage in social service in benevolent work; but the Y.M.C.A. comes to me at least once a year, during their membership campaign and insists on my giving a subscription to help the young men of my country. Surely that is a positive religion."

After a few more breezy remarks from Mr. Young China, I took my departure feeling that better of the whiff of freshness I had inhaled. —N.C. Daily News correspondent.

GENERAL NEWS.

ACTOR SHOT ON THE STAGE.

The actress, Kitty Gordon, whilst using a pistol in a vaudeville turn in Chicago recently accidentally shot and wounded Joseph Hack, an actor, who was standing behind the scenes. The revolver was supposed not to have been loaded.

BISHOP ON DULL MODERN
DANCES.

The Dean of Durham (Bishop Welldon), speaking at a demonstration at Durham of old English dances, said that he greatly regretted certain changes which had come over the character of dancing, and that it had become so monotonous. He remembered when the mazurka, polka, schottische, and Sir Roger de Coverley were habitual, but in recent days dancing had become almost degenerated to the waltz alone, and the waltz was to some extent supplanted by the jazz.

11,000 SHOTS A MINUTE.

A noiseless machine-gun, operated by centrifugal force, is being subjected to secret tests by U. S. army experts. The weapon has a rotating barrel attached to shafts driven by a motor, the speed of which is under instant and absolute control. While its muzzle velocity is only 1,210 feet per second, the gun is said to be able to fire 11,000 shots a minute, as compared with the record of 500 to 600 by the present known types of explosive machine-guns.

SHEEP'S NERVE GRAFTED IN
WOUNDED OFFICER.

How soldiers who had portions of their nerves blown away had them rejoined by the grafting in of lengths of animals' nerves was told by Sir Charles Ballance in a lecture on "The Healing Process in Nerves," given at the annual conference of the Incorporated Society of Trained Masseuses, at the Royal Society of Arts. "You get an animal," he said, "whose nerve is the same size as the one you want to heal. An officer was wounded in the arm, and 2 in. of his ulnar nerve were blown away. I went to my butcher and told him I wanted 2 in. of a sheep's sciatic nerve. He killed a sheep, and while the nerve was still alive I cut it out and grafted it in immediately. That officer made a complete recovery."

£26,000,000 TRADE SCHEME.

CREDIT BILL PASSED IN COMMONS.

An able and a very informing debate took place on the second reading of the Overseas Trade (Credits and Insurance) Bill, in the House of Commons. This is a measure empowering the Board of Trade to grant credits and undertake insurance with the object of stimulating trade between Great Britain and certain European countries impoverished by the war. For the purposes of the scheme, the Government have set aside £26,000,000. It is not a large sum, and there was point in Commander Kenworthy's remark that the Government in this matter have taken a parochial, instead of an international, outlook. Captain Wedgwood Benn, who is rapidly developing in Parliamentary power, declared that the scheme was conceived in much too narrow and exclusive a spirit. He protested, now that the war is over, against the discrimination between our friends and our former enemies. If Europe is to be reconstructed economically it must be by the recognition of the principle that we are all members of one another.

INTERNATIONAL CO-OPERATION.

The Labour Party did not oppose the Bill, but Mr. Graham, on its behalf, in a wise, far-seeing utterance, complained of its pitiful limitation. He insisted that international action on a large scale is necessary if we are to save the world, not only materially, but intellectually and morally. The European situation is such that the nations ought to pool all their resources of credit, raw materials and manufactures. Commander Hilton Young, whilst supporting the Bill as an emergency measure for the day, so to say, also pleaded for international action with a view to stabilising currency and restoring the international exchanges to normality.

Mr. Bridgeman explained the Bill in a terse and lucid speech. He gave a concrete instance to show its working. Supposing a British manufacturer desired to export to Rumania machinery which with insurance and freight represented a cost of £1,200 he would, under certain conditions, receive from the Export Credit Department 80 per cent. of the cost, plus freight insurance and commission. The importer is allowed three years to pay up, provided he can furnish a banker's guarantee.

REJECTION MOTION.

Sir Watson Rutherford, a supporter of the Government, moved the rejection of the Bill on behalf of the Commercial Committee of the House of Commons. With the objects of the Bill he is in warm sympathy, but he asserted that the Board of Trade is going the wrong way to achieve them. He contrasted with the Bill the scientific scheme that prevailed in Germany before the war, under which the German banks, helped by a State guarantee, did so much to stimulate that country's export trade.

A good speech spoken with crystal clearness. The most telling part of it was his criticism of the stringent conditions imposed by the Board of Trade on exporters who apply for advances. As he truly said, these are not only unreasonable, but almost prohibitive. He proved that on a bill of exchange for £2,300 the Board of Trade would only advance £1,248, for the 80 per cent. is on the cost price of the article, not on the gross.

Commander Hilton Young agreed with Sir Watson that the terms are too severe. He reminded him that the German scheme was for ordinary times and ordinary risks, and that it could have no bearing on the situation now confronting us. He fears that fluctuations of exchange will paralyse trade until something is done to establish a standard currency for Europe.

WHY NOT AUSTRIA AND GERMANY?

Commander Kenworthy, who seconded the rejection of the Bill, described it as a "crack-brained" scheme. Why did it not include Austria and Ger-

"SPOTTED FEVER."

A GREAT RECORD OF RESEARCH.

The Observer's medical correspondent writes:—Cerebro-spinal, or "spotted" fever, has long been known, and its cause, the meningococcus, was discovered no less than thirty-three years ago. But when a dreadful epidemic broke out amongst the soldiers in the Eastern Command in the cold, wet winter of 1914-15, we had had no epidemic experience of the disease at all in this country. There was a curative serum in existence, but its value was very dubious and inconsistent. Five years later the Medical Research Council publishes in its Special Report Series, No. 50, a document which we owe principally to Dr. M. H. Gordon and his five years' devotion to the subject, and which records a wonderful advance in our knowledge of this disease. All the world is now the debtor of the great work done on this subject in this country; those brave young volunteers who died after much agony in the early months of 1915 were not stricken wholly in vain.

The reader whose business it is or may be will consult the report itself. Here some general observations may be made. We have learnt that the meningococcus exists, and attacks us, in four different types, varieties, or strains, not to be distinguished by their appearance under the microscope, but only by their subtle chemical reactions. Further, we have learnt that the serum prepared from any one type is effective only against that type. Hence the simple explanation

many? He thinks the Bill may be an attempt to surround Russia with a commercial "cordon sanitaire." What is required in the interests of Europe, and the world is an international loan to provide credit and enable the ruined countries of Europe to restart work and trade.

Captain Benn complained that we are still in effect blockading Russia. He protested against the doctrine that, after defeating the Germans in the field, we must carry on a spiteful and peevish commercial quarrel with them to our detriment as well as to theirs.

LORD ROBERT CECIL'S VIEWS.

Lord Robert Cecil doubts whether it would be practicable to apply the provisions of the Bill to Russia, quite apart from political difficulties. "As a business proposition, I don't think it could be done." He does not think that the Government in this Bill was actuated by unworthy motives. As there is only a limited sum of money to deal with, it would be a mistake to try to cover too large a field. The conditions on which advances are to be made to British exporters are much too severe. If the risks of trading with these countries are too great for private enterprise, and State intervention is necessary, then the State will defeat its own action by attaching conditions that eliminate all possibility of risk.

What these derelict countries need above all things is restoration of their transport system to efficiency. Transport has broken down all over Europe. Lord Robert spoke compassionately of the conditions of the stricken nations. Merely feeding the compulsorily unemployed is not enough. The thing is to get them back to work. "We don't stand alone in a world that is going to rack and ruin all around us. The prosperity of the whole world is interdependent." Enlightened self-interest, if nothing else, should induce us to help to set the whole of Europe on its legs again, enemy countries as well as allies.

Mr. George Roberts stated that the Bill emanated from the Supreme Economic Council. After an assurance from Mr. Bridgeman that the Government had an open mind as to the countries to be included within the scheme, the motion for rejection was withdrawn and the Bill was read a second time without a division.

tion of the variable and seemingly meaningless success of failure of the serum in time past. We were trying to deal with poison A by means of antidote B, perhaps, and it was futile; but if, by sheer chance, we happened to be using antidote A, the results were very good. To-day our business, in every instance, is to ascertain which type of meningococcus is attacking the patient, and then—if a very loose metaphor may be used, to stew it in its own juice.

THE ENEMIES OF KNOWLEDGE.

Here we observe a close parallel to the case of typhoid fever. From the outbreak of the war an increasing number of our men were protected by means of small doses of a preparation made from and containing the poison or toxin of the typhoid bacillus. The results were good. In an urgently worded communication to the general Press in the autumn of 1914 I tried to counter the deadly activities of the enemies of knowledge, who sought to dissuade our recruits from undergoing this (voluntary) inoculation; nor shall I forget the first of many lectures delivered under the auspices of the War Office—that being on a black, wet night in Colchester, September, 1914, to a small, suspicious, recalcitrant group of men, from one battalion, who had declined the proffered protection. But as the campaign proceeded many inoculated men suffered, notably in Gallipoli, from a disease closely resembling typhoid, though less deadly, and called paratyphoid. The anti-vivisectionists thereupon accused us of cheating and calling typhoid in inoculated men by another name in order to preserve the appearance of our statistics. But Sir William Leishman set to work—too late, unfortunately, to affect the Gallipoli campaign, as well might have been—and made a triple toxin—stupidly called a "vaccine," though no cow nor any other animal is concerned in it—comprising the poisons of the Typhoid bacillus and of types A and B of the paratyphoid bacillus, and known as "T. A. B." accordingly. This protects against all three infections, the bacilli of which are microscopically indistinguishable, but chemically different.

SUCH CHANCE.

In these parallel instances the war has given opportunity which our men of science have taken for the control of two deadly forms of disease by discovering that they are really not two, but seven—each needing its own antidote. It is just your latch-key, and yours alone, that will fit your lock; and exactly because it fits your lock, it will not fit your neighbour's. The difference may be infinitesimal, but it is vital. In thinking of toxin and antitoxin, think of a Yale or Chubb lock and its own and only key.

The infection of spotted fever is conveyed from mouth and nose to mouth and nose. Its favouring factor is overcrowding, as in those unventilated, damp huts in the Eastern Command early in 1915. But on this if space availed, there would be much to say more generally not least against people who kiss babies and children's mouths promiscuously, and those who talk vigorously and relentlessly into one's nose, apparently under the impression that it is the organ of hearing. Indeed, common-sense and science are only lower and higher forms of the same thing, and to the wise remarks on that theme in the introduction to this report might be added Huxley's definition of science as "organised common-sense."

MOTOR FALLS OVER CLIFF 80 FEET HIGH.

A motorist had a narrow escape from death when his car fell over the cliffs at Folkestone recently. Mr. George Crawley, of Putney, had stopped the motor on a steep road leading from the harbour, and his driver left his seat to attend to the engine. On the car being restarted, with Mr. Crawley at the wheel, it ran backwards, and, crashing through a fence, dropped over the cliff, which is 80 feet high at the place. Fortunately, Mr. Crawley had been thrown out before the car went over, and he sustained only a few cuts.

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CRICKET AT HOME IN 1920.

SHANGHAI MAN'S IMPRESSIONS.

Capt E.I.M. Barrett writes to the N. C. Daily News from Home as follows:—

Whatever may be wrong with the rest of the world there appears to be nothing wrong with the good old game of cricket at home. Gates are bigger than before the war and the interest in the County Championship keener than ever. Only one first-class match has been left unfinished up to the end of May, and this was due to the weather. An interesting feature of the results has been the failure of strong batting sides to score heavily on "plumb" wickets. My own impression is that this is due to the extraordinary number of bowlers at the present time who bowl with a peculiar flight. This is, of course, more noticeable with a new ball and several cases have occurred wherein sides have scored 200 runs for the loss of two or three wickets and have been all out for an additional 50 or 60 runs—the flight of the new ball being too much for the later batsmen.

A STRONG XI FOR AUSTRALIA.
It looks as if England will have a very strong side to send to Australia in the autumn. We may even discover the badly needed fast bowler in Howell of Warwickshire or J. Tyldesley of Lancashire. Class wicket keepers we have and to spare, googly, and left-hand bowlers, and fielders such as Hobbs at cover and Brown (Hants) at mid-off who rank with the best in cricket history.

May results are often misleading and it is early to predict with certainty. At the moment Yorkshire, as usual, seems to be the best all round side in the country. Surrey is probably stronger than anyone on a fast wicket. Kent and Lancashire being close on the heels of these two. Any one of them may win the championship, and it should be a most interesting struggle. Both Universities are far above average strength, and barring strikes or civil war, everything points to a great cricket season.

It will be found that the experienced batsmen head the averages. Hobbs, Wooley, Hendren, etc., all players of many years' experience are the most reliable on all sorts of wickets.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.

Opposite the University
Tel. No. 732. P.O. Box 593.

Principal
JOHN P. JONES, B.Sc., M.E. Min.

The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin, and French, for Hongkong University July Examinations.

Private Tuition can also be had in these subjects.

Prospectus on application.

DECIDEDLY NOT CRICKET.

There is a tendency to overdo the log theory bowling business. I should not be surprised if something is said at headquarters on this subject before long. The system of bowling fast, straight at the batsman's body, forcing him to defend himself from personal injury with his bat, while four or five fieldmen stand all round him, is not cricket and should be stopped.

Some captains would not allow it but these seem to belong to a by-gone age. Tom Richardson and Mold did not resort to such methods and would probably not have been allowed to, so why should it creep into the game now? F. R. Foster was probably the worst offender in this style of bowling and his success does not appear to me to have improved the game in any way. Such bowling is almost impossible to score off and is dull to watch. However, cricket is not a drawing room game so maybe it is good for the batsman to be hit under the heart a few times a week. If he had some chance of retaliation it would possibly alter certain bowlers' methods.

Except for this kick I see nothing whatever wrong with the grand old game as played in 1920. The experiment of starting matches on Saturdays is a success and the abolition of two-day cricket meets with approval from players and spectators alike.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION
Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No.—

KOWLOON CRICKET CLUB.

SATURDAY, AUGUST 14th
9 p.m.

THE BLACK CATS.
THE BLACK CATS.
THE BLACK CATS.

In new Songs and Scenes,
supported by a Band.

ILLUMINATIONS.

REFRESHMENT BUFFET.

Admission \$1.00 (by permission of the Government) A few reserved seats at \$1.50, booking and plan at Moutrie's.

A Special Late Ferry Will Run.

NOTICE.

The General Agents and Consulting Committee have this day declared an Interim Dividend of \$15 per share, payable to Shareholders on the Register on the 14th August 1920. Dividend Warrants will be payable on the 21st August 1920.

The Transfer Books of the Company will be closed from the 14th to 21st August 1920, both days inclusive.

JARDINE MATHISON & CO. LTD.
General Agents.

CHINA SUGAR REFINING CO. LTD.

Hongkong, 10th August, 1920.

NOTICE.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1.) per share for account 1920 will be payable on WEDNESDAY the 25th August 1920. Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.

The TRANSFER BOOKS of the Company will be closed from Saturday 21st, August 1920 to Wednesday the 25th August 1920 both days inclusive.

SHEWAN TOMES & CO.
General Managers.
Hongkong, 10th August, 1920.

St. John's Cathedral

Monday Aug. 16th

at 9.15 p.m.

ORCAN RECITAL
Vocalists:—
Mr. E. T. Crocker
Mr. Howard Freeborn

WANTED.

WANTED.—Clerk required, Chinese, by European firm. Must have had experience of stock books, storing and deliver orders.—Apply Box 411 c/o "Hongkong Telegraph."

FOR SALE.

The following second hand cars arrived per s.s. "VENEZUELA" overhauled and repainted in U.S.A., same as new:—

7 passenger Chandler Sedan	\$3,000.00
7 passenger Hudson Sedan	3,000.00
7 passenger Cole Aero-eight Touring	3,500.00
7 passenger Buick Touring	3,000.00
5 passenger Oakland Touring	2,000.00
7 passenger Chalmers Touring	2,800.00
7 passenger Hudson Sedan with air springs	3,300.00
5 passenger Nash Sedan	2,800.00

Apply to:—TOM GUNN, c/o Davis Company, Ltd. Hotel Mansions.

FOR SALE.—Passenger and cargo steamer built in 1892, classed 100 A1 in 1919; length 485', breadth 52', moulded depth 25'. D. W. capacity about 6,000 tons. Three decks, woodsheathed. Sea going speed 15 knots. Large passenger accommodation. For further particulars apply Box 412 c/o "Hongkong Telegraph."

TO LET OR FOR SALE.

Glenshiel, No. 141 The Peak, near Barker Road Tram station. Apply to Linstead & Davis Alexandra Buildings.

LOST.

LOST.—Green Indian Parrot with black and red ring round neck. Flew from No. 1 East Block Married Quarters, Queen's Road, afternoon of Sunday the 8th inst. Reward offered if returned to C.Q.M.S. Marsh at above address.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 27th August, 1920.
at 12 o'clock (noon)

at their Sales Rooms, Duddell Street,
(for account of the concerned)
The Wreck of the
S.S. "CHIYO MARU"
as she now lies off the Lema Islands
Terms: Cash on fall of hammer when the wreck will be at purchaser's risk.

LAMBERT BROS.

Auctioneers.

Burglar & Fire-resisting

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The Undersigned have just received a new consignment of Milner's Safes.

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MUSTARD & CO.

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A perfume that will satisfy the most critical—in elegant crystal globe bottles.

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THE HONGKONG DISPENSARY.

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MARRIAGE.

JONSSON—TREGILLIUS.—On the 10th. August, 1920, at St. Andrew's Church, Kowloon, by the Vicar, Rev. G. R. Lindsay, M. A., Carl Rudolf Jonsson of the Harbour Department, Canton, eldest son of Mrs. Carolina Jonsson of Engelholm, Sweden, to Lillian Winifred, only daughter of Mr. and Mrs. E. C. Tregillius, of the C. M. Customs, Canton. (Shanghai papers please copy).

ACKNOWLEDGMENT.
Captain E. Walker thanks all friends for their kind expressions of sympathy in his bereavement.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 11, 1920.

EUROPE'S NEW CRISIS.

There is undoubted gravity in the situation in Europe. that has arisen in connection with the Russo-Polish war, and there is also no doubt that the Allies have placed themselves in a very unenviable position. Before one tries to estimate the present position it is necessary that they should take cognisance of previous happenings. Under the Versailles Treaty, Poland was given her long looked-for independence; in fact she was created as a buffer state between the eastern frontier of Germany and the frontier of Bolshevik Russia. Where the initial mistake was made was in allowing that newly-formed state to wage war against the Soviet, but it was a war that Polish politicians defend on the plea that they feared invasion and interference on the part of the Bolsheviks. The Allies countenanced that plea, even allowing Poland to break her word that she would submit all questions leading to war to the Council of the League of Nations. That first folly has caused a train of events that has led to a difficult position.

At first, Poland was successful in her armed assault, but she has proved herself unable to stand against the Russian armies and her own territory has been invaded and her capital is threatened. Unquestionably, it is to the general interests of European peace that Poland as a free and independent state should be preserved and Allied diplomats have rightly seen that in the swamping of Poland would be swept away one of the bulwarks of the Peace Treaty. Poland has appealed for their intervention to save her, and they have addressed Notes to Russia asking for an armistice and a general conference at which all the outstanding questions could be discussed and settled. Soviet Russia is in no mood to negotiate with the Allies, and such an attitude is quite understandable in view of the Allies' past attitude towards Russia herself. With Poland alone in Russia prepared to confer and the tone of the Russian Notes would seem to indicate that the Russians are quite sincere in their intentions to bring about a satisfactory peace. But the Allies are distinctly disappointed and important conferences are now proceeding to determine their future policy. Meanwhile, Germany has taken advantage to add to the Allies' difficulties. If the Allies wished to assist Poland militarily they could only do so by transporting men and materials through German territory and Germany has asserted that she intends to maintain her neutrality by refusing permission for any warlike supplies to pass through the country. If Russia refuses to make peace on what the Allies consider fair and reasonable terms, then a crisis will ensue, for it will come to a test of the determination on Germany's part to resist what the Allies consider is their bounden duty. Without reviewing all the details that came through yesterday and those which have come since, we can frankly state that we have little sympathy with Poland. But, and this is decidedly more important, we are convinced of the necessity of maintaining the provisions of the Peace Treaty, upon which the future peace and contentment of Europe depends. It's a case of saving Poland against herself and of saving further strife between disappointed nationalities. It may be said (if the Allies are forced to intervene) that there should be no further sacrifice of either men or money to help Poland who has brought all her present troubles on her own head. Women Co-operators and Socialists at Home have been inspired to pass resolutions about such a matter, but the point to keep in mind is the eventual establishment of peace—a peace that will be just and permanent. Britain can ill-afford any further war burdens, and the policing of Europe must be done by somebody, at least until matters have become more settled.

Taking a broad look at the whole question our own viewpoint is that, whilst the position is regrettable and might easily have been avoided if the Allies had handled the new state of Poland with a little more firmness, it is one that has to be sternly faced. If Soviet Russia really desires peace and is prepared to give Poland her independence then the cloud will pass away. Certain it is, that in the Allies' latest offer there is every element of fairness and also the granting of unusual opportunities for Russia to convince herself that the Allies are playing a straight game. At the moment of writing we do not know the result of the Hythe Conference, but all Britishers will join with us in hoping that the atmosphere will clear and that in a Conference between the two nations most vitally concerned will be born a legitimate hope that strife in Europe will pass away and that the countries and peoples will enter an era of amicable neighbourliness.

NOTES & COMMENTS.

SEVENTY YEARS AGO.

We have to extend our felicitations to the North China Herald, which first saw the light of day on August 3rd, 1850, and has week by week continued to appear ever since without interruption. In honour of this happy record, the North China Daily News has issued a most interesting illustrated commemorative number, which is in every way a credit to its producers. Together with it, there has been printed a facsimile copy of the Herald's first number, in glancing over which we find some most arresting items of news relative to doings in those far-off days when the Northern port was generally known as "Shanghai" and is so spelt throughout this particular issue. First of all, one is struck by the publication of a list of foreign residents, which contains less than two hundred names. What a contrast with to-day, when there must be close on twenty thousand foreigners residing in Shanghai. Then, too, there are ample indications in this paper of 70 years ago of the different type of shipping then visiting the port. There are one or two shipping advertisements, all referring to brigs or barques, two of which, less than 400 tons, are notified as sailing for London. There is put on record also the length of time taken by various ships on the run from Shanghai to London, the "John Bunyan" doing the voyage in 99 days, the "Confucius" in 115 days and the "Panama" in 125 days. And here is an interesting little paragraph on the same point:—

"The arrival of the barque *Sew* Wich at this port in 93 days from London is the shortest passage yet made, and a continuance of such clipping work will give us the start of our Canton friends in the home markets." Incidentally, reference is made to the supineness and neglect of the British Government in not connecting the port by steamers with Hongkong, India and Europe.

OTHER ITEMS.

Those must have been happy days for Shanghaians, who, to judge by a list of prices of stores, had no high cost of living to cope with then. For example, we see fresh beef quoted at eighteen pence for a dollar, whilst one could buy a complete fat sheep for \$4 or a milch cow for \$14! Fresh eggs appear to have been procurable at the remarkable rate of one hundred for fifty cents! We wonder what house-rents were in those days, but we can find nothing in this paper to indicate how matters stood in this regard. Even seventy years ago, the Press apparently had its paper problem, as it has to-day, for we read this little notice:— "The inhabitants of Shanghai and the public are requested to take notice that the *North China Herald* will be printed on English paper so soon as a sufficient supply can be obtained; it was the proprietor's intention to have done so, from the first, but his stock in hand is not sufficient for that purpose." Those were the days when advertising rates were quoted on the "line" as distinct from the "inch" basis, an additional peculiarity being that there was one rate for subscribers to the paper and another for ships, the latter being twice as much as the former! Such are a few of the features which one encounters in looking over this record of Shanghai life in other days. How things have changed!

TENNIS MATTERS.

We are glad to notice the enthusiastic manner in which representatives of tennis clubs in Hongkong have taken up the idea of regular interport contests with Shanghai, there being absolute unanimity on the point. It is an excellent thought, too, to endeavour to arrange the first matches in Hongkong during the visit of the Shanghai cricketers. But perhaps even more important still is the feeling in favour of the formation of a Lawn Tennis Association, which body would control all open competitions in the Colony and also take in hand the arranging of these interport games. The Hongkong C.C. has borne all the burdens in the past, and although by reason of its possessing the most central and convenient ground it will always play a large part in these matters, it really is time we got into line with other centres and had a properly-constituted Association

DAY BY DAY.

IF ANGRY, QUARTER BEFORE YOU SPEAK; IF OVER-ANGRY, COUNT A HUNDRED.

Mr. R. E. Bellios left to-day by the s.s. *Pilana*.

The *Monteagle*, which arrived yesterday, brought no mails from America or Canada.

Amongst the passengers who left by the *Venezuela* to-day were Mr. and Mrs. Moorhead, Mrs. W. A. Hannibal and Mrs. J. H. Seth also departed by the same steamer.

The wedding of Mademoiselle Yvonne Lecable and Monsieur R. Rodenuser, Agent of the Messageries Maritimes Co., takes place at St. Joseph's Church to-morrow afternoon.

With regard to the s.s. "*Koyo Maru*," which ran aground on the *Serrano* Bank on the Mexican Gulf on June 23rd, the T.K.K. is now in receipt of a cable from its Head Office in which it is advised that the steamer was refloated on August 1st at 4.52 p.m., arrived at Cristobal on morning of August 5th, and sailed from there to Balboa for repairs. The damage is not serious.

With regard to the comment by "*Ajar*" in our issue of yesterday concerning the listing of the s.s. *Elpenor* in the Post Office notices, we discover, on examination of our files, that the mail by this vessel was, through a printer's error, given as closing on August 6th instead of July 6th, the correct date. In these circumstances, we feel sure that "*Ajar*," with us, will acquit the Post Office of any blame in the matter.

Queen's College of Hongkong has turned out many active men for work in Canton. Last Sunday, upon the call of Mr. Ho Kim Ng, Superintendent of Public Instruction in Canton, an informal gathering was held at the Western Hotel to plan to organize all former students of that institution now here, says the *Canton Times*. Among the prominent Canton citizens who are Queen's College boys are included Mr. Wen Tsung-yao, Administrative Director and Minister of Foreign Affairs of the Military Government; Dr. Chen Chin-to, the Minister of Finance; Mr. Liang-Lanhsun, the Superintendent of Customs; Mr. Luk King-fu, Secretary to the Foreign Bureau and many others.

On the 1st instant a godown at No. 19 Mallory Street was broken into by a daring gang of thieves, and over 20 cases of printer's ink and varnishes, computed at a value of Gold \$1,206, disappeared from the place. The sequel to this robbery was the arrest of seven Chinese, following the discovery on the Kwongtai Canton steamer of 400 tins of ink identified as being part of the stolen property. Apparently these were being taken to Canton for disposal by the thieves who were, however, arrested. A report of the theft had been issued to local printing shops, and when one of the thieves on Sunday went into one establishment with the view of selling the stolen loot, he was immediately detained. This man was subsequently persuaded by the Police to reveal the identity of his confederates and afford them the opportunity of a complete round-up of the culprits. One of these was a boatman who lent his vessel for the purpose of taking the stolen stuff across the harbour after the robbery. At the Police Court this morning the prisoners were charged by Inspector Kent and were remanded on the application of Mr. Leo D'Almada, who is appearing for an "interested party."

authorized to control the game here, just as the Football Association looks after another branch of sport. When the Association is formed it could easily take up the arranging of a Tennis Festival, with, as Mr. Hannecock suggested, competing teams from Japan, Manila, Singapore and other Eastern centres.

AVIATION NOTES.

[BY "METEORITE"]

The news of the decision of the Singapore Government to lay out an official landing ground will be received with more than passing interest by residents of the Colony who have been looking forward to similar action by the Hongkong Government for the promotion of local aviation. Unquestionably the need of similar aviation facilities has been sufficiently demonstrated to require additional remark, but it would seem that until cause from the public utility point of view is shown of an immediate demand for these facilities it will be left to private initiative to undertake an enterprise which must necessarily involve a big expenditure on land and incidental construction. Singapore, on the other hand, has for these last few months, been the centre of great flying activity. Perhaps in this fact lay its advantages when assistance was asked of the Government. Its geographical situation placing it on the natural route to Australia and the Dutch East Indies, and perhaps in the sweet by and by, to the Far East, it has been a point for repairs and relays for the machines that have been doing the England-Australia flights. With its ever-increasing importance in the view of aviation experts who anticipate a concentration on this base when the various schemes for mail and commercial connections by plane between England and Australia and the Far East, or between Holland and its East Indian possessions, fructify, there has resulted a demand for an official landing ground which should be available to all machines. That such a scheme will prove not unprofitable in results for the Government may be presumed from the example set in other places of a charge made on machines that are operated commercially. If an instance is required of the habitual slowness of Hongkong, it is to be found in its inactivity, compared with this progressive action of Singapore.

In this connection it may interest many to know that an application by an aeroplane company in New York for wharfage facilities has resulted in the decision of the Dock Commissioner to build a landing stage for seaplanes and flying boats. A communication was also received by the official asking for a statement of rates for this form of dockage.

It is well known that in spite of their wonderful skill in imitating everything Western the Japanese seem to have met with nothing like success in their attempts to emulate Western flying. The Japanese have made ships exactly copying them from British models, they have made a constitution mainly copying the German model, they have copied the German model in education, in mechanical matters, they have taken their models from every Western nation; and they have in most fields gained such unqualified success as copiers, that it has been quite a puzzle to account for their failure in aviation. The failure has not been in the building of aeroplanes, though there has been no original work done in Japan on these lines, but in the practical work of flying. It has not been a lack of nerves, for the Japanese have nerve enough for anything. There has been something in the Japanese constitution that has somehow or other disqualified the great mass of Japanese as highly successful aviators. One aviator after another has climbed to his death, and the proportion of accidents and fatalities has been so high that under Government auspices a thorough investigation of the whole matter was made. This investigation failed to reveal anything that would account for the marked inferiority of Japanese aviators even when trained by the best European fliers. The fact was notorious, as the following story, told by a prominent American, recently arrived in Manila from Japan, to a representative of *Far East Aviation*, testifies. The American informant quotes a French airman as saying:—

"My friend, it is impossible. The Japanese can never be the so good aviator. Why? I know not. Only, I know it is impossible. For example, I am in dual control plane with a Japanese flyer. We seek the cloud bank in order to be

out of range of potential enemy air spies. The clouds are the greatest asset of the enemy, where the clouds you are over right and out of reach of the anti-aircraft guns. Why, then, should we not welcome the clouds? Is it not so? The cloud is the grand friend of the aviator, yes! But yes, I am in the dual control plane with the Japanese above the cloud. The atmosphere is splendid and signal the Japanese that he is in control. We dive, *Parbleu*, but it is annoying. I must signal that I am taking control. I grasp the control stick and attempt to right the machine. But the Japanese does not relinquish his grasp. We are in danger, and I signal to permit me to the control. The Japanese has lost his sense of equilibrium and with it he seems to have lost judgment. It is only by force that I am permitted to right the machine. Not to have regained control would have been a fall to death perhaps. We, all of us, believe that there is something lacking in the Japanese. When out of sight of the horizon he loses his sense of equilibrium."

The explanation, or the probable explanation, has now been discovered. As infants the Japanese are carried for a year on the backs of their mothers or nurses. The sense of equilibrium is not exercised for a year after the child is born. This probably produces some slight and life long defect in the semi-lunar canals that play such an important part in securing bodily equilibrium; and it probably accounts not only for the comparative Japanese failure in aviation, but also for the fact that the Japanese do not, as a rule, make good cavalry. If this explanation is correct, it will be at least a generation before Japan can catch up with the rest of the world in aviation; and to catch up will involve a certain amount of pressure brought to bear on Japanese parents during the next few years to persuade them to abandon the practice of having their infants carried on the back of nurses or mothers for the first twelve months of their existence.

It is reported that the Japanese authorities are seriously considering the inauguration of an aerial mail service, put according to the *Jiji*, the authorities have at least decided to postpone the scheme. Mr. Tatsuuma, the Chief of the Postal Section of the Department of Communications, is quoted by the *Jiji* as stating that although the matter of the inauguration of the aerial service is receiving attention, no estimates will be asked for in the forthcoming session of the Diet. In October last, Mr. Otobe, a Secretary of the Department, proceeded to Europe and America to conduct necessary negotiations concerning the opening of an aerial mail service in Japan. He is expected to return home this autumn, and on his return some further study of the subject will be made. In Japan the unfavourable aerial currents are a serious hindrance to the service, and it is open to doubt, says the official quoted, whether there will be many Japanese ready to pay the high rates for entrusting their mails to the air service.

Captain Oka Maranosuka, who is a veteran officer in the Japanese Air Corps, who has recently been visiting Great Britain and France in the interests of the further spread of aeronautical knowledge amongst the Japanese, has returned to his own country full of enthusiasm for aviation, and especially eloquent on the subject of the great developments that Britain aircraft manufacturers have made since the war. Some newest machines, he states, are not only larger than the largest Zeppelins produced by the Germans during the War, and of higher speed, but possess improvements that Count Zeppelin never dreamed of. As respects aeroplanes, Captain Oka made a trip in one of the *Handley-Page* twenty-seater planes on the regular run between London and Paris, and reports that he was as comfortable as if he had been in a train.

THE WILLIAM WILLIAMSES.

When a man named Williams was charged at Willeaden Police Court with begging, a police officer said that so many people of the same name had been convicted that it was impossible to identify the prisoner from all the other William Williamses. That name, he said, was a favourite alias. Later in the morning it was found that another prisoner was similarly styled.

TO-DAY'S MISCELLANY.

A bank manager tells this amusing story as to how a client opened an account. A lady called on him and expressed a wish to become a customer of the bank. "Certainly, madam," was the manager's reply. The usual preliminaries took place. "What will you start the account with?" asked the manager. "Oh, I don't want to pay in anything at present. I want an overdraft." The astonished manager said "How much?" to which the lady replied, "Two hundred pounds would do." And as references were satisfactory, the account was actually opened thus.

Will the high price of all sorts of liquor lead to a revival of home-made wine? Twenty or 30 years ago almost every rural cottage had its little "cellar" of domestic vintage, made from currant or berries. One has tasted black currant wine of a very potent character, and elderberry wine, which could scarcely be distinguished from the product of Portugal. In later times, however, the country-housewife seems to have lost her enthusiasm for the job, possibly because the commercial equivalent was so cheap. There is a most bountiful crop of elderberries this year, and this may suggest to the thoughtful the use to which grandmother would have put them.

The postcard presently attains its jubilee, having first been issued to the public in England in October 1870. That the postal authorities propose to "celebrate" the occasion by increasing the cost of postcard correspondence by 50 per cent.—the delayed revision of postcard prices will probably come into force on the three halfpenny basis by the autumn—will worry one less when it is borne in mind that by an increasing resort to the use of postcards one can save a halfpenny a time on the new charge for letters. The Budget is doing what Mr. Gladstone failed to do—popularising the postcard. Everybody is using postcards now. So the jubilee should be a popular celebration, after all!

Since the war, says an authority on hats, men's heads have become more irregular in shape. The number of people who have to be measured and "charted" for their headgear is increasing. Some of these diagrams we have seen, and their contour is amazing. No amount of heating and straining could make a standardised shape fit them. Most of the special shapes go to Ireland, we learn from *Men's Wear*, which adds that Irishmen also have the largest heads in the United Kingdom. This is probably due in part to nature's provision of armour against the shillelagh, but southerners will be shocked to learn that Scotland stands next, then the North of England, while in head measurement the southern counties are left badly in the rear.

It would seem that the historian of Cabinets will have some little difficulty in unravelling the facts about Cabinet Committees. There is no doubt as to their comparatively early formation, for the Executive can seldom have been small enough to preclude Cabinets within the Cabinet. During his first Administration Gladstone, a stickler for forms and precedents, accepted their usefulness, and when writing to Granville that "A committee keeps a Cabinet quiet" he expressed the principle of their usefulness compactly. But the question of publicity is much more in doubt. It would hardly do to enquire how details of committee formations "happen to get into the press," but Mr. Lloyd George has claimed the weight of precedent recently in declining to regard a committee of the Cabinet as a matter for House of Commons discussion. It is apparently one of those things which everyone knows but must not seem to know, and it follows that it is not one of the things which, under the new system of a Cabinet Secretariat, is to be divulged to the public, although the names of those who attend Cabinet meetings are carefully chronicled. Even so, however, there does not seem to be a hard-and-fast rule. The names of those constituting the Irish Committee were published, and it was admitted again and again from the Treasury bench that Mr. Walter Long provided.

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YEE SANG FAT CO. Money Saving Sale

For 3 days only
Ending Wednesday 11th

SIX ITEMS

- Gents' Rain Coats \$6.00 to \$15.00 each.
- Ladies' Rain Coats \$7.00 to \$10.00 each.
- Gents' Umbrellas \$2.25 to \$2.50 each.
- Rubber Over Shoes \$1.50 to \$2.25 a pair.
- Boys' Washable Suits 20% discount.
- Girls' Summer Dresses 20% discount.

SALE 3 DAYS ONLY — TO-DAY TO 11th.

NEW OIL TANKER'S TRIALS.

TRIUMPH OF VICKERS' INTERNAL COMBUSTION ENGINE.

During recent years, engineers, financiers and journalists have all been sounding the enologies of heavy crude oil as the propulsive fuel for the ordinary marine engine of the future. As is always the case, however, in these matters of conjecture, nothing can be done in the way of advancement until the theories are put to the practical test.

Sir James McKechnie, K. B. E., the managing director of the Vickers' Naval Construction Works at Barrow, has always been an ardent exponent of the future of the internal combustion engine for marine propulsion, and the works at Barrow have produced some of the most reliable types of these engines which have ever been installed in any ship.

Hitherto, the ships fitted with the Vickers' internal combustion engines have been to the order of the British Admiralty, and the secrecy necessary in such contracts has prevented the general public from acquiring that wider knowledge of the Vickers' internal combustion engine which its achievements merited.

Now that the war is over Vickers Ltd. have been free to devote their energies to the development and construction of internal combustion engines for mercantile marine requirements.

During the war oil tankers built for the navy (which have since been acquired by the larger oil carrying companies) were fitted with the Vickers' internal combustion engine, and the special experience which was then gained and the results achieved completed the data required for the design and construction of their first mercantile ship to be fitted with this type of engine.

Shortly after the cessation of the war, the Vickers works contracted with the Anglo-American Oil Co., Ltd., to build an oil tanker for them, and to meet the stipulated requirements of the shipowners, the following were the dimensions which the Vickers' designers selected: Length, B.P., 425ft.; breadth mld., 56ft. 8in.; total d.w. capacity, 10,050 tons; bunker capacity (oil), 733 tons.

The vessel had to carry a cargo of 9,420 tons of oil in addition to 510 tons of fuel with allowance of stores, fresh water, etc., on a

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draft not exceeding 26ft., and the propulsion was to be derived from Vickers' internal combustion engines of the heavy oil mercantile type. The ship was launched on the 27th November, 1919, and on the 5th May, 1920, she left under her own power for docking and sea trials.

These trials have now been successfully carried out, and the Narragansett—as the ship was named—has fully justified all the hopes and confidence of the owners and of the designers and builders. From the special experience of these engines which the Vickers' firm have had, little, if any anxiety was felt by them as to the stringent contract requirements being met, but even the expectations of Vickers Company's officials were surpassed in the results which the Narragansett gave on her official trials. These proved in every sense a success, and a speed was obtained of nearly one knot in excess of the contract requirements.

Anticipating the success of the Narragansett the Anglo-American Oil Co., Ltd., recently instructed the Vickers Company to proceed with the construction of a sister ship, and this vessel is now in an advanced state of progress at the Vickers' works at Barrow. This second ship will also be fitted with the Vickers' internal combustion engines of the heavy oil mercantile type.

The company have also under construction at present several large oil tank vessels to be propelled with internal combustion engines for Tankers Limited.

LOCAL WEDDING.

JONSSON-TREGILLUS.

A wedding of interest to many Hongkong people took place at St. Andrew's Church, Kowloon, yesterday, Rev. G. R. Lindsay officiating. The bride was Miss Lillian Winifred Tregillus, daughter of two old and well known residents, Mr. and Mrs. B. G. Tregillus. The bridegroom was Mr. Carl Rudolf Jonsson, of the Chinese Customs, son of Mrs. Carolina Jonsson. Mr. Tregillus gave his daughter away, while Miss Peggy Bough was bridesmaid and Mr. H. C. Hunt supported the bridegroom as best man. The reception was held at the residence of Mr. and Mrs. George Ranker, 11 Hankow Road, Kowloon, where the happy couple received heartiest good wishes. They were the recipients of many beautiful and costly presents. Later they departed for Repulse Bay Hotel, to await the sailing of the Tanyo Maru, on which they leave on Thursday on a honeymoon trip to Japan.

PROHIBITION.

CANADIAN PRESS VIEWS.

Prohibition being a live issue on both sides of the international boundary line, the recent decision of the United States Supreme Court declaring the prohibition amendment valid has naturally attracted a very great deal of attention in Canada, the press having commented on it very freely.

The *Montreal Free Press* sees in the decision a blow to State rights, saying: "There has thus gone by the board about the last vestiges of the old States' rights doctrine which for the first eighty years of the republic's existence bulked larger in public regard than Federal powers. The power of the State shrinks while that of the Union grows, while the conception of the United States as a Federal union steadily gives way to the theory of a unified and centralized state."

The *Guelph Herald* is of the opinion that the decision has put under permanent ban the manufacture and sale of all alcoholic beverages, and concludes: "This destroys the last hope of those who have fought prohibition in the United States to the last ditch. There is very little now left for them except accepting the inevitable, or else striving to bring about its repeal in due time because of public distress at its non-enforcement."

The *Halifax Chronicle* also expresses the view that the decision "settles it," the amendment having been interpreted as a "legitimate expression of the nation's will." It adds: "The decision ends the hope that prohibition might be overturned in the courts. The only way in which the Eighteenth Amendment may be repealed lies in the action by three-fourths of the States, the same proportion by which the amendment was adopted. As a matter of fact, the prohibition amendment was ratified by forty-five States, and it is extremely improbable that a reversal of the States can be secured. The drink traffic will never be restored."

The *Toronto Globe* comments on the decision and believes that it will be endorsed by the public, adding "that there is no probability of any reversion of the verdict; no probability of any return to the wretched liquor traffic in the United States." Of its effect on the issue in Canada, the *Globe* says: "The United States Supreme Court decision will encourage prohibitionists here, but they must not allow their cause to be lost by over-confidence."

The *Toronto Mail and Empire* believes that "opponents of prohibition in the United States have had their last hope destroyed." It is also convinced that the decision finds general public support, saying: "There is no evidence that any considerable part of the country, except in the larger cities, is opposed to prohibition. The probability is that the law will be generally enforced, with evasions no more general than they are to the amendment giving the Federal Government the right to impose and collect an income tax."

HIGH FARES: LOW REVENUE.

During the 8 weeks which have elapsed since the Portsmouth Town Council abolished penny fares on the local tramways, passengers have decreased by 1,500,000, representing a loss of revenue of £6,000.

NOTICES

DAIRY FARM NEWS.

New Shipment of FROZEN SMOKED FISH

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PREMIER'S FAITH IN THE PEOPLE.

THE RIGHT THING WILL COME OUT.

The Prime Minister, accompanied by Mrs. Lloyd George and Miss Megan Lloyd George, recently attended the annual flower service at Welsh Church, Great Castle-street, Oxford-circus. Mr. Lloyd George joined heartily in the Welsh hymns.

He spoke first in Welsh, and afterwards in English. He welcomed the suggestion of a former speaker that the people were thinking for themselves. "That is quite right," he said, "and I am not afraid of the people thinking. It is the action without thinking I am afraid of. I do not care how much they think, and I do not care very much upon what lines they think, because once you think the right thing will come in the end."

"Do not be afraid of people thinking; it is only those who have things that will not bear thinking about you have to fear. It is only those who have vested interests that are indefensible, that are corrupt, that are unjust—they, and they alone, need fear thinking. Thinking is as a ray from Heaven, and it will filter through, and you may depend upon it it will illumine all in the end."

"I am not afraid of thinking, and I am very glad to hear of these conflicts of thought that are going on. It may not be my thought, it may not be other men's, it may be someone else whose thought comes out, but I trust in God and I know the right thing will come out."

OUR DEBT TO THE PAST.

He expressed his pleasure that the previous speaker linked the present and future with the past. "A great Frenchman told me the other day," said the Premier, "that he thought the French Revolution was too complete. It sort of snapped the connection between the present and past in France. I am afraid also that young Wales, in its new prosperity, its new victory, is overlooking what it owes to the struggles of the old men of the past."

"If I were to give a word of advice to my young fellow-countrymen it would be this: In your reading read a little more about the men that made Wales. They may talk about the triumph of democracy, there was no greater triumph of democracy than the triumph of the spiritual leaders of Wales for the last 150 years. They were all men who sprang from the democracy almost without exception."

VILLAGE PARLIAMENT.

Mr. Lloyd George went on to speak of the history of Wales, and the many conflicts of opinion that occurred. There was the conflict with the Calvinists and the controversy of the Baptists over baptism.

"I spent some of the most ardent hours of my youth," said the Premier, "fighting that battle in the village smithy, which was the academy of the village; the House of Commons and House of Lords rolled into one. And believe me these great conflicts made Wales."

Coming to a suggestion made by a previous speaker that the machinery dealing with social problems might have failed, the Premier said:—

"It is not the machine that has failed. It is no use having machinery without petrol. What really matters and I say it after a whole generation inside the machine, and I know it is inside out, it is not the machine that matters, it is the spirit."

"We saw it in the war. Where was a perfect machine? It was not here. There was no machine here adequate to a task of that kind. There was a perfect machine in Germany. It was so perfect, they just pulled a lever and it worked exactly as they imagined it would until it came to difficulties that no machine could touch—until it came up against something which was not machinery, which was spirit."

WHAT IT FAILED.

"Why did it fail? Read the books written by the great leaders of Germany. There was no fault in the machinery, the fault was that there was no spirit in the people. What did we have here? No machine. Machinery had to be improvised in the middle of the storm. No army, no equipment, no organisation; but there was a great spirit, united, patriotic, fervent, uplifting."

"What did it achieve? There were differences of classes, differences of sects, differences of races, but we saw racial conflicts, sectarian conflicts, capital and labour conflicts, political conflicts all vanishing. Why? There was a great spirit of one purpose throughout the land."

"You may have the most perfect organisation. It may be the Labour party, it may be the Coalition, it may be the Independent Liberals, it may be something else, but there must be a spirit, a sacred spirit, an unselfish spirit, and this spirit can come from one quarter only, and that is Calvary." (Cheers.)

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Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 18	Jan. 3
Monteagle	Dec. 31	Jan. 24

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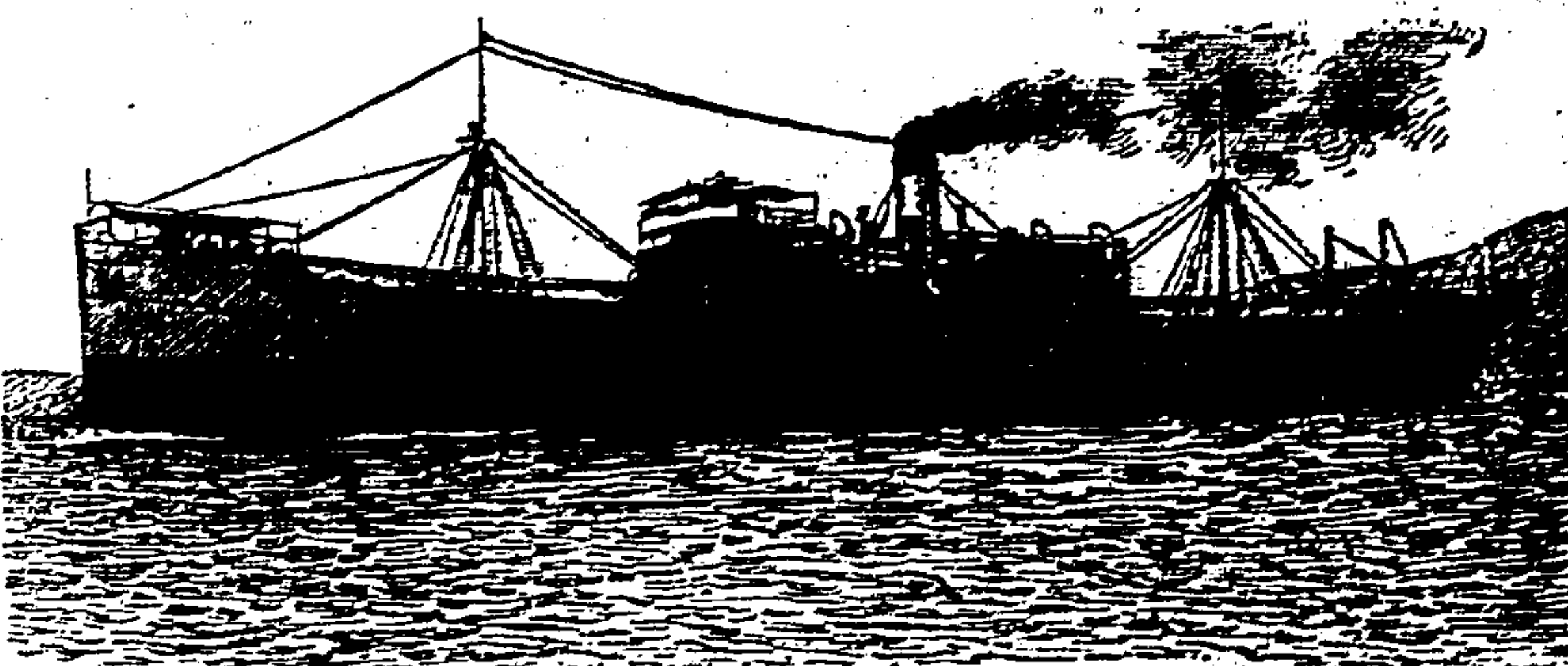
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KALYAN	9,000	15th Aug.	Marseilles, London and Antwerp.
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PLASSY	7,400	26th Aug.	

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DUNERA	5,400	14 Aug. 4 p.m.	Spore, Colombo & B'ham.
TAKADA	7,000	17th Aug.	Calcutta via Singapore, Penang & Rangoon.

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SHIZUOKA MARU ... Thursday, 26th Aug. at noon.
YOKOHAMA MARU ... Friday, 17th Sept. at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

MARSEILLES & LIVERPOOL via Spore, Cebu, Suez & Port Said.
KANAGAWA MARU ... Friday, 20th August.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Thursday, 19th Aug. at 11 a.m.
TANGO MARU ... Wednesday, 22nd Sept. at 11 a.m.

NEW YORK via Suez Canal. Wednesday, 25th August.

AKITA MARU ... Wednesday, 25th August.

SOUTH AMERICAN PORTS via Spore, Rangoon, Calcutta & Cape. Friday, 13th August.

PENANG MARU ... Friday, 13th August.

BOMBAY & COLOMBO via Singapore. Friday, 20th August.

TENSHIN MARU ... Friday, 20th August.

CALCUTTA & RANGOON via Singapore & Penang. Friday, 13th August.

PENANG MARU ... Friday, 13th August.

JAPAN PORTS—Nagasaki, Kobe & Yokohama. Friday, 20th Aug. at 11 a.m.

TANGO MARU ... Friday, 20th Aug. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA. Thursday, 12th Aug. at 11 a.m.

YOKOHAMA MARU ... Thursday, 12th Aug. at 11 a.m.

TAIYU MARU ... Wednesday, 18th Aug.

NAGATO MARU ... Wednesday, 18th Aug.

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Willeboert	Java	14th Aug.	19th Aug.	Yokohama.
Willeboert	Japan	16th Aug.	20th Aug.	Java.

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"ATLAS MARU" ... 25th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore. Thursday, 9th September.

"CHICAGO MARU" ... 2nd November.

"CANDA MARU" ... 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore. Monday, 23rd Aug.

"SIAM MARU" ... Tuesday, 24th Aug.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service. Wednesday, 1st Sept.

"SHISEN MARU" ... Wednesday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands. Friday, 35th Sept.

"KUNAJINI MARU" ... Friday, 35th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"AFRICA MARU" ... 30th August.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports. Thursday, 9th Sept.

"HONOLULU MARU" ... Thursday, 9th Sept.

JAPAN PORTS—Mojji, Kobe, Yokkaichi & Yokohama. Monday, 30th Aug.

"MADRAS MARU" ... Monday, 30th Aug.

NEW ORLEANS. Wednesday, 1st Sept.

"BORNEO MARU" ... Wednesday, 1st Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 15th Aug.

TAKAO via SWATOW & AMOY. Thursday, 12th August.

"SOSHU MARU" ... Thursday, 12th August.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
No. 1, Queen's Building.

Tel. No. 744 and 745

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
----------	---------------------------------	--------------------------------

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to **Butterfield & Swire.**

Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS.**UNITED KINGDOM AND CONTINENT.**

For	Steamer	Sailing
LONDON	"KANSAS"	10th Sept.
LONDON	"SWAZI"	30th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

NEW YORK VIA PANAMA CANAL.

S.S. "ECREMONT CASTLE"

Sailing on or about 12th September.

LLOYD TRIESTINO.

FOR SHANGHAI & JAPAN.

S.S. "HUNGARIA" Sailing on or about 31st August.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO

LEVANT, BLACK SEA & DANUBE PORTS

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "PILSNA" Sailing on or about 11th Aug. at d'light.

S.S. "INNSBRUCK" Sailing on or about 6th September.

S.S. "HUNGARIA" Sailing on or about 31st October.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. Co.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, S.S. "BORNEO M." sailing on or about 29th Aug.

S.S. "HOKUTO M." sailing on or about 14th Sept.

S.S. "SAMARANG M." sailing on or about 5th Oct.

For JAPAN, S.S. "HOKUTO M." sailing on or about 14th Aug.

S.S. "SAMARANG M." sailing on or about 27th Aug.

S.S. "RIOJUN M." sailing on or about 14th Sept.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIYU KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd. and Apar Lines, connecting with S.S. "UMONA" sailing from CALCUTTA on or about 30th August.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
-------------	---------	---------

MANILA ... 13th Aug. at 3 p.m.
SHANGHAI ... 15th Aug. at d'light.
SHANGHAI ... 17th Aug. at d'light.
STRAITS & Calcutta ... 18th Aug. at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to November between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "LAISANO" will be despatched on 18th August, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to
RANGOON, PORT SWETTENHAM & MADRAS.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.
General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
-----	----------	---------

HONGKONG ... 12th Aug. at 8 a.m.
HOIHOW & SINGAPORE ... 12th Aug. at 9 a.m.
SHANGHAI ... 12th Aug. at 4 p.m.
NEWCHOW ... 12th Aug. at 5 p.m.
SHANGHAI & TSINGTAO ... 14th Aug. at 4 p.m.

WEIHAIWEI, CHEFOO and TIENSIN ... 15th Aug. at d'light.

AMOY, SHAI & PUKOW ... 17th Aug. at 10 a.m.
SWATOW & BANGKOK ... 17th Aug. at noon.
SHANGHAI ... 19th Aug. at noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via S'wong. For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Aug. 11, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN (Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haihong	W. C. Passmore	13th Aug. at 2 p.m.
Haiching	A. H. Stewart	TUES., 17th Aug. at 2 p.m.
Haikong	J. S. Thomson	FRI., 20th Aug. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier). For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong:
"BIRMINGHAM CITY" via Suez 27th Aug.
"NINGBOH" via Suez 6th Sept.
"CITY OF DUNKERK" via Suez 20th Sept.

* Calls also at Boston.
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.

SHIPPING.**VESSELS ARRIVED.**

The Blue Funnel liner IXION arrived yesterday from Vancouver with 4,500 tons of general merchandise for Hongkong and 1,600 tons for the North. She had only three first-class and 44 deck passengers. She brought mails.

Coal was consigned here yesterday by the KASHING (1,200 tons) from Hongkong, CHOFU MARU (1,410 tons) from Chinkwangtao, and the M.B.K.'s ROKEOSAN MARU (2,512 tons) from Keelung.

The s.s. YUEN SANG arrived this morning from Manila with 263 tons.—Mooring C 35.

From Fremantle the AMHERST brought this morning 291 tons of sandalwood.—Mooring B 31.

The P. and O.'s PLASSY arrived this morning from London with 621 tons for Hongkong and 1,171 tons for the North. Her passengers were 76 first-class, 14 second-class and 130 deck. Her mails were 82 bags of letters and 12 of parcels.—Mooring Kowloon Wharf.

Salt to the extent of 2,300 tons was delivered here this morning by the s.s. CHEKIANG.—Mooring C 13.

From Bombay the N.Y.K.'s TALAN MARU brought this morning 270 tons of cotton yarn for Hongkong and 2,716 tons of cotton yarn for Japan and Shanghai.—Mooring B 22.

From Haiphong the KAEU SAMUD consigned here yesterday 1,300 tons of cement.—Mooring B 11.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. CALCUTTA M. (Hamburg Line) left Rotterdam for this port via Suez on the 23rd June, and is expected here on the 11th August.

The s.s. MENTOR (Blue Funnel Line) left Liverpool on 17th inst. for Hongkong and is due here on 22nd August.

The N. Y. K. s.s. TALAN M. (Bombay Line) left Bombay for this port on the 25th July and is expected here on the 13th Aug.

The N. Y. K. s.s. DAKAR M. (Hamburg Line) left Rotterdam for this port via Suez on the 21st July and is expected here on the 5th Sept.

The s.s. KNIGHT OF THE GARTER (Blue Funnel Line) left Liverpool on 24th inst. for Hongkong and is due here on 1st September.

The N. Y. K. s.s. TANGO M. (Australian Line) left Sydney for this port via Thursday Island & Manila on the 30th July and is expected here on the 12th August.

The N. Y. K. s.s. WAKASA M. (Liverpool Line) left Liverpool for this port via Suez on the 23rd July and is expected here on the 12th Sept.

The N. Y. K. s.s. PENANG M. (South American Line) left Kobe for this port via Moji on the 5th August and is expected here on the 12th August.

HER PAGE

CHARMING

GIRLISH

MODES.



Tucks and Pilet Lace Trim this Model of Fine White Voile



Frock for a Grammar School Graduate of Handkerchief Linen with Val Lace



Frock of White Chiffon with Rows of White Ribbon



A Practical and Pleasing Frock of Ordinary with Hand Tucks and Narrow Pleated Frills

PHOTOS BY JOEL FEDER



Sheer Handkerchief Linen a Favored Material This Year

Modes for Girls.

The shops are full of enchanting white dresses for young girls these days. They are fashioned of voile, of organdy, of Georgette, chiffon, net, dotted swiss—all the filmy, white fabrics, in styles exquisitely suited for youth.

SHEER LINEN FANCIED.

More exclusive than the frock of organdy, now, is one of cobwebby fine handkerchief linen—the fabric of fabrics this year when lines are coming so much to the fore. Two dresses of handkerchief linen are pictured, both models from very authoritative shops. One is a frock for a girl of sixteen to eighteen, the other is for a younger girl. The older girl wears white handkerchief linen tucked and ruffled in the alluring fashion of this year. The panel effect at the front is suggested by a line running down from the turned back collar along the edge of a gathered tunic, and the tiny ruffles or quillings—as ruffles gathered through the centre are called—follow this long, panel line. There are quillings on the skirt too, with groups of pintucks above, and quillings, crisp and dainty, trim the elbow sleeve. The tucked vestee continues the line of the panel front, the groups of tucks being placed closer than the groups on the skirt. Gay little bows of white ribbon finish off the vestee and there is a girle of wider white ribbon in loops which are held down by a narrow folded ribbon belt. Simple as it is this frock is exceedingly smart and distinctive.

The handkerchief linen dress for a little maid of twelve or thereabout is trimmed with Val lace and insertion and with hand-run pintucks. Indeed this frock is hand-made throughout and is a decidedly exclusive affair. Here is the panel, a straight strip of lace and very fine embroidery on the skirt, the skirt is introduced in the clever idea, the vestee section, and the continue in panels along the skirt. The handkerchief linen is a fine, delicate fabric, and the frock is a very smart and distinctive model.

waistband and the pleats are pressed down flat. This gives a crisp smartness and more graceful lines than a gathered, flaring skirt would give. It is a clever trick, this French trick of pressing pleats in lingerie fabrics. One notes the effect even in night-gowns and chemises that come from Paris, and the pressed pleats always seem to add distinction and daintiness.

NARROW RIBBONS AS TRIMMING.

Ribbon is much used this season in bows on vestees, in sashes, in shirred casings at sleeve-edges, and also in border effects on ruffles and flounces. Another frock for a young girl is of white chiffon trimmed with rows and rows of narrow white satin ribbon. The ribbon edges five little ruffles on the skirt, and two on the sleeves, and is stitched in bands on the deep bertha which is accordion pleated and falls almost to the waistline. A fluffy and alluring little frock this, but scarcely as practical for all summer wear as the model of sheer linen.

EMBROIDERED NET.

The exception to all-white is shown in a frock of embroidered net touched with colour in a sash of velvet ribbon. The sash is not very obvious, however, it hides demurely under medallions of the net, appearing only in sections, and in the ribbon ends that fall over one hip. Its colour is Nattier blue and it certainly adds interest and a fascinating smartness to the white net dress. This frock is made of embroidered white net flouncing and is worthy of special study for it is copied after a Paris model. See how the flouncing has been lengthened, cleverly, for a tall girl, by setting it on a section of plain net and covering the seam with a straight strip of lace edging. A bit of this lace edging is introduced in the clever idea, the vestee section, and the continue in panels along the skirt. The handkerchief linen is a fine, delicate fabric, and the frock is a very smart and distinctive model.

around the skirt belt, under the medallions. The neckline is finished with utmost simplicity—another style point of this season. Usually elaboration is put anywhere on a frock except at the neck. If you try to copy this embroidered net model at home, note another little point that is important: The net bodice does not fall straight and plain from neck to waistline. There are soft pleats at the shoulder, and the net is gathered at the center front, giving a loose, graceful line to the bodice.

DOTTED SWISS IN HIGH FAVOUR

Lovely dotted swiss, always dear to feminine hearts, has come back this year and, of course, many girls' dresses are made of this sheer, dainty fabric which has a quaint charm of its own. One adorable dotted swiss frock for a girl of seventeen is trimmed with ruffles of pleated lace; four ruffles on the skirt, two on each sleeve and one around the neck. Could you imagine anything more simple and girlish and sweet? Another costume of dotted swiss has a plain gathered skirt with several deep tucks, and a surprise waist with a deep shawl collar. This collar and the elbow sleeves are trimmed with narrow pleatings of net. A sash of white moire ribbon, tied in a big bow at the back adds the final touch to a lovely and simple girlish costume.

WHITE VOILE A PRACTICAL CHOICE.

A good many dresses this year are of fine white voile, and some of the new voiles are like chiffon in their sheer, floating quality. Voile is an excellent material, if one must study economy. It launders beautifully and wears like iron in spite of its soft sheerness. A very pretty dress of white voile is pictured. Bands of lace and groups of tucks trim the tunic, and the waist has a clever yoke effect achieved by setting in a strip of lace across the front. Above a lace strip the material is tucked loosely. This effect is repeated at the back of the frock.

TUNICS FOR TENNIS.

Why is the woman tennis player so conservative in her style of dress? The women champions at Wimbledon all wear the white blouse and almost ankle-length skirt which was the regulation wear when women started playing tennis seriously.

The one exception is the young French champion, Mlle. Lenglen, whose knee-length skirt and short-sleeved blouse excited so much comment when she made her first appearance at Wimbledon a year ago. Her remarkable agility on the courts is doubtless due to a great extent to the freedom allowed by her style of dress, for her skirts are too short to hamper her when the wind is strong.

However fleet-footed a girl is, the length of a skirt is a hindrance to her in getting about the courts. Doubtless the skirt is really to blame for the lack of net players among women, and for the predominance of the steady, but uninteresting base line driving game, which still prevails among even the best women players in England.

The followers of nearly all other branches of sport have during the past five years adopted a style of dress that makes for greater freedom of movement. Hockey was played by the country women's teams in skirts a few years ago. Now they follow the fashion of the schools and wear loose, comfortable, and many of the past five years adopted the style of dress that makes for greater freedom of movement. Hockey was played by the country women's teams in skirts a few years ago. Now they follow the fashion of the schools and wear loose, comfortable, and many of the past five years adopted the style of dress that makes for greater freedom of movement.

JUVENILE JOTTINGS.

APPLE GREEN

sponge cloth is charming material for the tiny well-cut knickers which fasten on to large pearl buttons at the edge of the small nursery boy's white organdie blouse. An apple-green silk is loosely knotted at the front of his rounded collar gives an added touch of smartness to his appearance.

BLUE AND BEIGE

satin ribbon in moderately-wide strands, caught together with white-embroidered fagot stitching, give a touch of originality to the skirt part of the best occasion frock of the small nursery girl. Embroidery in shades to match on the upper part, which should be materialised in white organdie, carry out the colour scheme with great effect.

THE HEELLESS SHOE

of white buckskin is smart wear for both small girls and their little brothers. A narrow strap over the instep and a small round shaped buckle of shining steel add to its daintiness.

DEEP SILK FRINGE

of a contrasting colour is being used very much on the lighter jumpers designed for school girls. Bands of it at neck, hem and round elbow-length sleeves make these delightful garments quite distinctive.

HAND MADE

roses of pink silk braid give a delightful old-world garden touch to a simple little frock of dotted muslin. A girl of five summers, in a dress of five summer dresses, and round about the neck a garment both effective and cool.

LITTLE FOLKS' CORNER.

ADVENTURES OF THE TWINS: V.

Scramble Squirrel and Ben Bunny left Scrub-Up Land at the same time, but when they got to the Land-Where-spring-Was-Coming they had to say goodbye to each other, for they lived in different directions.

You remember, don't you, that Rubadub had changed Ben's ears for Scramble's tail, and Scramble's tail for Ben's ears. When they parted, Scramble went home to his wife, Samantha Squirrel, who was fixing up their summer house in the old maple tree in the woods. And Ben went home to his wife, Blossom, who was doing her spring cleaning.

Just as soon as they had left, Rubadub turned to the twins. "Would you mind doing a favour for me?" he asked.

"We'd love to," said Nancy at once. "Shouldn't we Nick?"

Of course Nick said "Yes," so Rubadub explained what he wanted. "You children have your Green Shoes that will take you anywhere at all, so suppose you go after Scramble Squirrel and see how he gets along with Ben Bunny's ears. If he gets into trouble I'd like to know it, because he is so proud, he'd never come back to tell me himself."



In front of them was Scramble Squirrel tearing home as fast as he could go.

"Goody!" cried the twins. "Green Shoes, please take us after Scramble right away, and follow him wherever he goes."

Whisk! Instantly they were lifted out of Scrub-Up Land and set down in the middle of a little green path in the Land-Where-spring-Was-Coming, and right in front of them was Scramble Squirrel tearing along home as fast as he could go.

Only, if the twins hadn't known all about him, they would never have recognised him at all, with Ben Bunny's great long ears stuck on top of his head and his tail as gone as yesterday.

When he stopped at the maple tree, the children remembered the woodpecker's hole they had hid in once before in the very same tree above Mrs. Squirrel's house, so now they wished themselves in it again.

Puff! Up they went right into the snug little nest.

(To be continued next Wednesday.)

NOTICES.

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COPENHAGEN	MONTREAL	VALPARISO
GENOA	NAPLES	YOKOHAMA

In Process of Organization.

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CAIRO MONTEVIDEO WARSAWSHIPPING AND BANKING CORRESPONDENTS AT ALL
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Financing of Imports and Exports.
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Francs, Pesos, Tael and Yen currencies.

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C. H. BENSON,
MANAGER.
Hongkong.

SHIPPING.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to
ANTWERP & ROTTERDAM.

S.S. "WEST CAMPGAW"

ABOUT AUGUST 15TH.

S.S. "EASTERLING"

ABOUT SEPTEMBER 15TH.

For freight space and particulars apply to:—

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephones
2477 & 24785th floor
Hotel Mansions.THE INDO-CHINA STEAM
NAVIGATION CO., LTD.

JAVA SERVICE.

THE STEAMSHIP

"CHUNSANG"

will be despatched on or about

10th August, at 3 p.m.

FOR

SINGAPORE, PENANG, BATAVIA, SAMARANG & SOERABAYA.

CARGO ACCEPTED FOR

RANGOON, PORT SWETTENHAM, M-DRA & CALCUTTA
(via SINGAPORE) at current rates of freight

For Freight or Passage apply to:—

JARDINE, MATHESON & CO., LTD.
Telephone 215. General Managers.

WATER RETURN.

Level and Storage of water in
Reservoirs on Aug. 1, 1920.CITY AND HILL DISTRICT WATER
WORKS LEVEL.

	1919	1920
Level with overflow	10.10 above level	10.10 above level
Level with overflow	10.10 above level	10.10 above level
Level with overflow	10.10 above level	10.10 above level
Level with overflow	10.10 above level	10.10 above level
Level with overflow	10.10 above level	10.10 above level
Level with overflow	10.10 above level	10.10 above level
Level with overflow	10.10 above level	10.10 above level
Level with overflow	10.10 above level	10.10 above level
Level with overflow	10.10 above level	10.10 above level

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

	1919	1920
City	10.10	10.10
Hill	10.10	10.10
Total	20.20	20.20

Consumption of water in the City and Hill
Districts in millions and decimals of gallons
during the month of July.

	1919	1920
City	10.10	10.10
Hill	10.10	10.10
Total	20.20	20.20

KOWLOON WATERWORKS LEVEL.

	1919	1920
Level with overflow	10.10 above level	10.10 above level
Level with overflow	10.10 above level	10.10 above level
Level with overflow	10.10 above level	10.10 above level
Level with overflow	10.10 above level	10.10 above level
Level with overflow	10.10 above level	10.10 above level
Level with overflow	10.10 above level	10.10 above level
Level with overflow	10.10 above level	10.10 above level
Level with overflow	10.10 above level	10.10 above level
Level with overflow	10.10 above level	10.10 above level

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Total	20.20	20.20

A. H. HOLLINGSWORTH,
Water Engineer.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELE-
GRAPH COMPANY, LTD.The following Unclaimed Tele-
grams are lying here:—

Fathin, Connaught road, from

Shanghai.

4135, 3952, 2700, 1420, 5050,

5331, from Amoy.

2413, 2005, from Amoy.

Yeataichan, from Shanghai.

Cuxi, from Shanghai.

Koseikoshi, from Shanghai.

Pao, from Shanghai.

1644, 1344, 7311, from Shanghai.

N. LUND.

Act. Superintendent,
Hongkong, Aug. 3, 1920.EASTERN EXTENSION AUSTRAL-
ASIA & CHINA TELEGRAPH CO.Arcenie L. Salvador, Kowloon
Docks, from Manila.Lister E. R. A. British Warship
Colombo (Retransmitted from
Singapore), from London.

Raudauba, from Paris.

M. E. F. AIREY,
Superintendent.

Hongkong, Aug. 3, 1920.

TENNIS COURT OVER A PLAGUE
PIT.

Much indignation has been
aroused in Camberwell by the
fact that the plague pit on Den-
mark Hill has been laid out and
is now used for tennis. For years
the ground has been fenced off,
and has always been regarded by
people in the locality as a sacred
spot; because during the Great
Plague of 1665 the dead carts
visited it at night to bury the
victims of the outbreak. Several
hundreds of people were buried
at Denmark Hill, as there were
in the other plague pits in Lon-
don, at Oakley-crescent, City-
road and Finsbury-square.

BANKS.

THE MERCANTILE BANK OF
INDIA, LIMITED.Head Office: 11, Green Street,
London, E. C. 1.Authorized Capital — £1,000,000
Subscribed Capital — £1,000,000
Paid Up Capital — £1,000,000
Reserve Fund — £1,000,000

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The Bank of England

The London Joint City & Midlands Bank, Ltd.

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Delhi Hongkong Kanton

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Sourabaya Swatow Yokohama

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business transacted.Interest allowed on Current Accounts at 2 per
cent per annum on Daily Balances, and on
Fixed Deposits at rates which may be ascertained
on application.G. L. SANDER,
Assistant Manager.7, Queen's Road Central,
Hongkong, 12th December, 1919.THE INDUSTRIAL AND
COMMERCIAL BANK, LIMITED.Head Office: 4, Des Voeux Road, Central,
Hongkong Branch: Russian Consulate.

DOMESTIC & FOREIGN BANKING.

SERVICE PROMPT.

Current, Savings, and Fixed
Deposits bear interest at Rates
2%, 4%, 5%, respectively.J. USING LY,
Manager.

Hongkong, 7th July, 1919.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 9.00 a.m. Every 15 min.

9.30 a.m. to 11.30 a.m. Every 15 min.

12.30 p.m. to 2.30 p.m. Every 15 min.

2.30 p.m. to 4.30 p.m. Every 15 min.

4.30 p.m. to 6.30 p.m. Every 15 min.

6.30 p.m. to 8.30 p.m. Every 15 min.

NIGHT CARS.

7.30 p.m. to 9.30 p.m. Every 15 min.

9.30 p.m. to 11.30 p.m. Every 15 min.

11.30 p.m. to 1.30 a.m. Every 15 min.

SATURDAYS.

EXTRA CAR 12.00 midnight.

SUNDAYS.

7.30 a.m. to 9.00 a.m. Every 15 min.

9.30 a.m. to 11.30 a.m. Every 15 min.

12.30 p.m. to 2.30 p.m. Every 15 min.

2.30 p.m. to 4.30 p.m. Every 15 min.

4.30 p.m. to 6.30 p.m. Every 15 min.

6.30 p.m. to 8.30 p.m. Every 15 min.

NIGHT CARS.

As on Week Days.

SPECIAL CARS.

BY ARRANGEMENT AT THE COMPANY'S OFFICE.

LONDON DIRECTORY.

PUBLISHED ANNUALLY.

THE LONDON DIRECTORY CO., LTD.

25, Abchurch Lane, London, E. C. 4, England.

BUSINESS ESTABLISHED 1765 YEARS.

YOU CANNOT AFFORD TO BE WITHOUT THEM

JUST received a large Consignment of (1) LACTOGEN the
most digestive food for Infants which keeps good in quality during
Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods
of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID
INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes,
Bugs, Flies and all other Insect Pests in Summer days; and (4)
JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA
SOAP for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are
cordially invited.

泰豐號總代理粉奶牛廠素丹

SHIU FUNG TAI & CO.

Sole Agents for Hongkong and South China.

47 and 48 Connaught Road Central, Hongkong.

Telephone No. 1239.

BANKS.

ASIA BANKING CORPORATION

AN AMERICAN BANK

Capital \$4,000,000.

Surplus \$1,100,000.

Head Office, New York U.S.A.

BRANCHES

SHANGHAI

TIENTSIN

MANILA

PEKING

HANKOW

CANTON

CHANGSHA

All Descriptions of banking business transacted.

Interest allowed on Current, Savings Accounts
and Fixed Deposits in Local Currency, U.S. Dollars,
Sterling or Francs.American Bankers Association
and Guaranty Trust Company
of New York Travelers Cheques,
sold by us, payable throughout
the world.

D. M. BIGGAR,

Hongkong Manager.

THE BANK OF CHINA.

(Specially authorized by Pre-
sidential Mandate of the Republic
of China on the 22nd of Novem-
ber, 1917.)

Authorized Capital \$50,000,000.00

Paid up Capital 12,279,800.00

Reserve Funds 3,197,400.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21

Connaught Road Central Branch

and Sub-branches all over

China and Correspondents in San

Francisco, Singapore and Tokyo.

London Bankers—The National

Provincial and Union Bank

of England, Ltd.

New York Bankers—Irving

Trust Company.

Interest allowed on Current Ac-
counts and Fixed Deposits.
Terms on application.Every description of Banking
Business transacted.Loans granted on approved
securities.Special facilities for Home
Exchange.Interest on Fixed Deposits at
the following rates:—

For 3 months 3% per annum

For 6 months 4% per annum

For 12 months 5% per annum

TSUYEE PEI

Manager.

THE BANK OF EAST ASIA LTD.

HEAD OFFICE:—

No. 2, Queen's Road Central.

Paid-up Capital \$2,000,000.00

Reserve Fund 200,000.00

Undivided Profits over \$400,000

Directors.

Mr. Pong Wei Tse, Chairman.

Mr. Chow Shoo Son, Mr. Kan Ying Po,

Mr. Li Kow Chun, Mr. Mok Chik Kong,

Mr. Pong Ping Sun, Mr. Wong Yee Tung,

Mr. P. K. Kwa, Mr. Chan Ching Shun,

Mr. Ng Chang Luk.

Chief Manager:—Kan Tong Po, Esq.

Asst. Manager:—Li Tie Fung, Esq.

Every description of Banking and Exchange
business transacted. Loans granted on
approved securities.Interest allowed on Current Deposit Accounts
at the rate of 2 per cent. per annum and on
Fixed Deposits at the following rates:—

For 3 months at the rate of 3 per cent.

For 6 months at the rate of 4 per cent.

For 12 months at the rate of 5 per cent.

KAN TONG PO,

Chief Manager.

Hongkong, February 12th, 1920.

BANQUE INDUSTRIELLE

DE CHINE.

(FRENCH BANK)

Authorized Capital 100,000,000

Paid-up Capital 100,000,000

Reserve Funds 100,000,000

Subscribed by the Government

of the Chinese Republic

Chairman of the Board of Directors:—

General Manager:—

HEAD OFFICE:—

14, Rue de la Paix, PARIS.

BRANCHES:—

Antwerp London Lyons

Marseilles Shanghai

New York Peking

Shanghai Tientsin

Yokohama

In FRANCE:—Societe Generale pour l'Industrie

et le Commerce de la France

In LONDON:—London Joint City and Midlands

Bank Limited

In NEW YORK:—Redmond & Co.

Correspondents in the Chief Commercial

centres of the world.

TELEGRAPHIC ADDRESS

CHINESE BANKING

Interest on Current Accounts and Fixed

Deposits in Local Currency and Gold Terms

on application.

Every description of Banking and Exchange

business transacted.

Special facilities for French exchange

Branching: 14th March 1920

BANQUE DE L'INDO-CHINE

(FRENCH BANK)

Head Office: 15 bis Rue de la Paix, Paris.

Capital — — — — — 40,000,000.

Reserve — — — — — 50,000,000.

BRANCHES AND AGENCIES.

Bangkok Batavia Canton

Hongkong Lyons Shanghai

Peking Saigon Singapore

Tientsin Yokohama

In FRANCE:—Comptoir National d'Escompte

de Paris et des Pays-Bas: Credit

Industriel et Commercial Societe

Generale.

In LONDON:—The National Provincial and

County Bank of England Ltd., Comptoir

National d

